

A decade later: Springer wins again!

CYCLE NEWS

America's weekly motorcycle newspaper

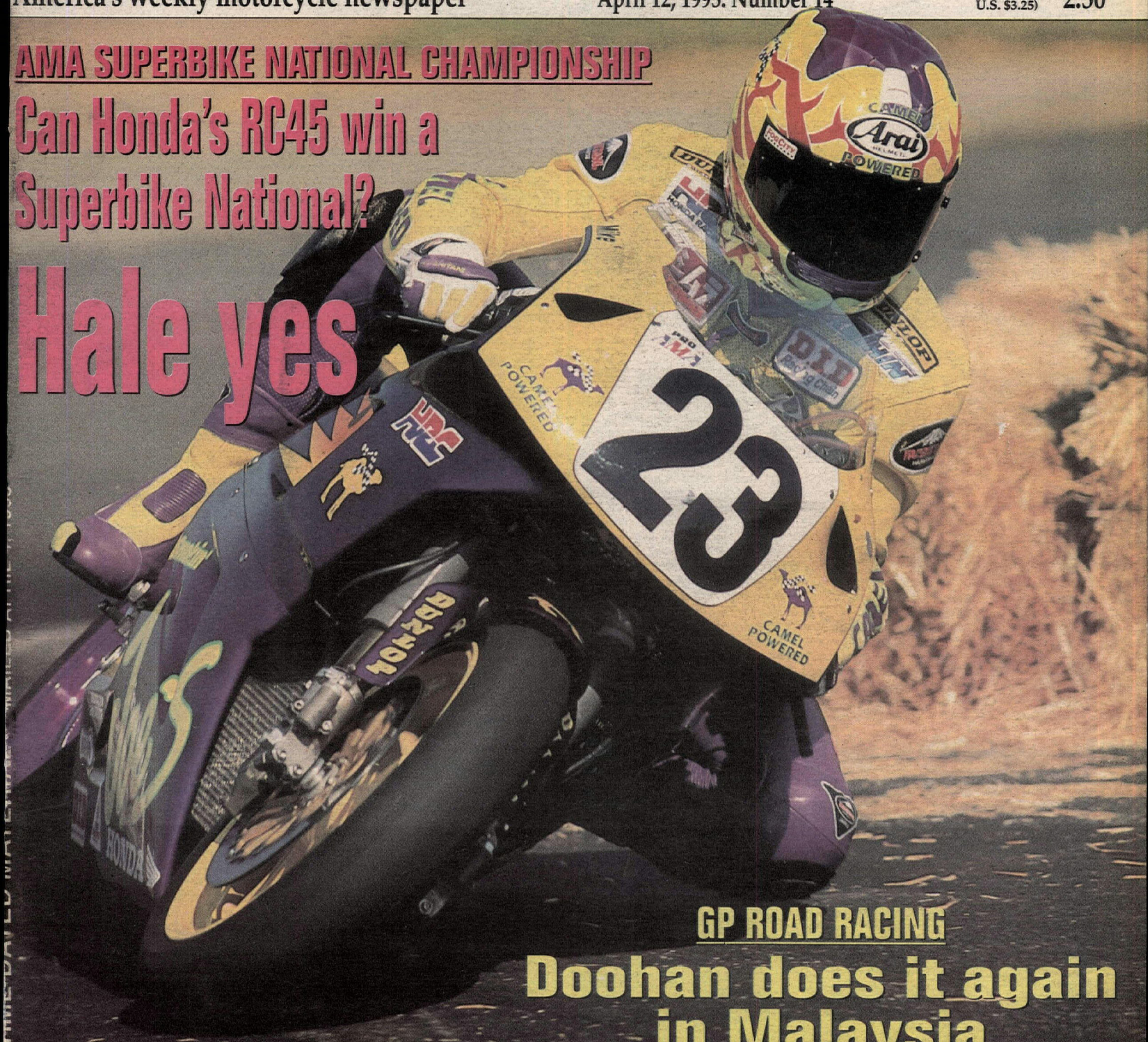
April 12, 1995: Number 14

(outside the U.S. \$3.25) **\$2.50**

AMA SUPERBIKE NATIONAL CHAMPIONSHIP

**Can Honda's RC45 win a
Superbike National?**

Hale yes



GP ROAD RACING

**Dooohan does it again
in Malaysia**

FIRST RIDE

Suzuki's 600cc Bandit

Belgian **Joel Smets** won the opening round of the World Championship 500cc MX Series in Arganil, Portugal, on April 2. The four-stroke Husaberg rider won both motos, while American **Trampas Parker**, aboard a 360cc KTM, grabbed second overall via 5-2 moto finishes. Third overall went to former champ **Jacky Martens** on the 630cc Husqvarna four-stroke, while New Zealand's **Darryll King** (Kaw) and Holland's **Mikkel Caprani** (Kaw) rounded out the top five overall.

In Castiglione del Lago, Italy, on April 2, Italian **Claudio Federici** (Yam) scored the overall win at the opening round of the World Championship 125cc MX Series. Fellow countryman and Team Yamaha rider **Alessio Chiodi** was the runner-up. **Alessandro Puzar** (Hon) finished third ahead of **Colin Dugmore** (Suz) and American **Jimmy Button** (Hon). Finishing sixth was MX des Nations 125cc class winner, Brit **Paul Malin** (Suz).

Marc Colomer (Mon) was the winner of round three of the Spanish National Championship Trials Series, held March 25 in Mallorca, Spain. **Amos Bilbao** (Bet) was the runner-up, while six-time World Champion **Jordi Tarres** (G-G), **Marcel Justribo** (Bet) and **Gabriel Reyes** (Mon) rounded out the top five.

Ty Davis (Kaw) continued his surprising dominance of the 1995 National Championship Enduro Series with win number four in Navarro, California, on April 2. Defending Champion **Steve Hatch** was second, with five-time champ **Randy Hawkins** taking third. This is the first time Davis has actively pursued the National Enduro title, and he has won every round thus far.

Two-time All Japan National MX Champion **Ron Tichenor** (Suz) swept both motos at the April 2 National Championship Series opener in Tajimi, Japan. **Jeff Matiasovich** (Kaw) finished second in both motos, while **Tatsuyuki Motoki** (Hon) turned in 3-4 moto scores for third overall. Motoki competed aboard an aluminum perimeter framed Honda RC250.

John Myers (Suz) defeated **David Schultz** (Suz) to win the Mac Tools Gatornationals at Gainesville Raceway in

Gainesville, Florida, on April 2. Myers, who clocked a 7.589-second/170 mph run, moves into third in the 1995 championship point standings behind Schultz and Michael Phillips with what was his 20th career NHRA victory.

According to Spain's Solo Moto Magazine, former Supercross, World and National MX Champion **Jean-Michel Bayle** will contest several rounds of this year's **French National Trials Championship Series**. Bayle, who presently contests the 250cc World Championship Road Race Series as a member of the factory Chesterfield Aprilia squad, has already declared that after he wins a road racing World Championship, he will contest the World Championship Trials Series. It was not said what type of bike he would compete on, as the Aprilia factory discontinued production of their popular Climber trials machine last year.

Road racer **Michael Martin** set a new motorcycle lap record at Talladega Grand Prix Raceway on March 26, riding a Valvoline Suzuki GSXR1100-based Formula USA Superbike. Martin's record lap came in the counter-clockwise direction and took 57.50 seconds and was verified by WERA officials at the track. Martin won the Formula One race at Talladega, but his record lap came during practice.

The **British round** of the **500cc World Championship MX Series** scheduled for Hawkstone Park in England on July 9 has been **cancelled** by the Auto Cycle Union (ACU). The FIM Motocross Commission is looking into the possibility of replacing the event and an announcement is due in the next few weeks.

An AMA Appeal Board upheld the disqualification of **Shawn Higbee** and **Ben Bostrom** from the opening round of the AMA Progressive Insurance Harley-Davidson SuperTwins race held at Daytona International Speedway on March 12. The appeal board hearing was held at the Pomona Fairplex in Pomona, California, on March 31 with the board consisting of John Ulrich, publisher of Road Racing World and Motorcycle Technology, John Erickson, director of technical operations for NHRA and Mark Johnson of Kawasaki Motor Co.

CMC will host a **Spring Classic Warm**

MTEG Ultracross Series cancelled

The Mickey Thompson Entertainment Group has announced the cancellation of the remainder of the 1995 Mickey Thompson Stadium Off-Road Racing Series, including the Ultracross Series. The announcement was made by MTEG President Danny Thompson, who cited a dwindling competitor base, lack of sponsorship revenue, and environmental hardships as having direct effects on the series' financial situation.

"Our events have endured a major earthquake in '94 (Anaheim), record rainstorms in '93 and '95 (Anaheim and San Diego), and the L.A. riots in '92 - all of which took their toll on the series," stated Thompson, son of series founder Mickey Thompson. "This created financial hardship and we've been trying to recover ever since I took over as president of MTEG."

Danny Thompson took over in 1988, following the death of Mickey Thompson, who founded the series in 1982. Danny Thompson acknowledged that the level of competition at the shows has decreased in 1995, due in large part to the departure of the Grand National Sport Trucks, the series' marquee class. Toyota and Chevrolet both abandoned the series at the end of last year.

"We must step back and re-evaluate every aspect of the series," said Thompson. "There is a major deficit in entries and sponsorship sales. We need to revamp the system and inject some excitement back into the program."

Included in the company's cutbacks was the termination of all employees except for Thompson, general manager Mike DiStefano and vice president Greg Wanlass. "Danny is looking to add some new life to the series," said director of public relations Tony Gardea, who was among those laid off. "It was starting to become stagnant, and the company was not looking at any profitability. To keep the integrity of what Mickey Thompson was about, a reassessment had to be made. By no means is the company going out of business."

With three of the scheduled eight rounds having been completed this year, the points leaders in the various classes will be crowned as champions. Team Noleen/Sizzler/Yamaha's Kyle Lewis, the defending champion, won all three rounds. MTEG will continue to pursue the Spec Truck program under its current agreement with Rod Millen Motorsports to build the chassis. No timetable has been set for the return of stadium off-road racing, but Thompson added, "My father started stadium racing back in the late 1970s and created one of the most entertaining forms of racing in the world. We're going to take it to the next level."

MTEG will also continue to produce events for the U.S. Supercross Series. Two MTEG-promoted races remain in 1995 - Denver on June 3 and the series finale in Las Vegas on June 10 - and according to Gardea, there are no plans of cutting back next year. It is likely that many of the same people who were involved in the promotion and organization of past races will be utilized in the future on a contract basis.

Up at Sunrise Valley Raceway in Adelanto, California, on Easter Sunday, April 16. An Easter egg hunt will be held for the children, and a special half time show will pit many of today's top motocrossers against one another in stock cars on Sunrise's quarter-mile dirt track. Damon Huffman, Greg Albertyn, Larry Ward, Kyle Lewis, Larry Brooks, Jeremy McGrath, Steve Lamson, John Dowd, Kevin Windham, Doug Dubach, Ray Crumb, Chad Smanjak, Spud Walters, Rick Johnson, Jimmie Johnson, Brian Simo and Jim Holley are scheduled to participate.

Promoters of the **North American Super Bike Series (NASB)** have announced their 1995 series schedule. With round one already taking place at Daytona International Speedway on March 4-5, round two of the series will be held at Road America in Elkhart Lake, Wisconsin, on August 4-6 (the date originally held by the now-cancelled United States Grand Prix). The third round will take place at Road Atlanta in Braselton, Georgia, on September 15-17 with round four being held at the New Hampshire International Speedway in Loudon, New Hampshire on October 6-8. The final round will see the series return to Daytona on October 20-22. "This schedule and class structure we have set for 1995 meets the objectives we established in the beginning," NASB founder Roger Edmondson said. "We will have a five-event, 10-race Supercross series with all of our events held at top-level facilities. We will continue the heritage of Supersport and Twin Sports that we established through CCS (Championship Cup Series). We're also proud to add Grand Prix Lights as a new class for 125cc machines. Each of our five championship classes has its own identity and niche in

racing competition and entertainment. We think it's a race weekend that riders and fans will both appreciate." Edmondson also noted that the minimum purse for the Supercross class will be \$10,000 per leg, or \$20,000 per race weekend.

According to a second release from NASB, there has also been a **\$100,000 points fund** established for the Supercross class, with "20 riders sharing in \$50,000 and the winner getting \$10,000 as an initial payment. The following year, the top 10 riders from the 1995 series will take home additional dollars every time they compete in a 1996 scheduled event. All top 10 riders would receive an additional \$5000 each by participating in all 1996 events." The 1995 NASB events will feature Supercross, American Sport Bike (600cc Supersport), Unlimited Sport Challenge (Unlimited Supersport), United States Twin Sports (Harley 883s) and Grand Prix Lights (125cc GP).

The **Briggs & Stratton Tunnel** will open three new spectator areas on the inside of Road America's four-mile road circuit, according to the track. The 125-foot long tunnel is located near gates 3 and 4 and provides access to new spectator areas all the way from Turn One to Turn Three. The tunnel will see action for the first time during the AMA Supercross National Championship round scheduled for Road America on June 9-11.

Rather than facing the burden of talking to millions and millions of racers, **PJ1 Racing Oils** has asked that we let everyone know that all riders who participate in their sponsorship programs in AMA road racing, motocross, cross country and the Grand National Dirt Track Championship are eligible to win by using PJ1 products and displaying PJ1

Bradshaw set to return?

Though Yamaha officials would not confirm that **Damon Bradshaw** (right) is planning to return to racing, it looks very likely that the '89 Eastern Regional 125cc Supercross Champion will make a comeback sometime during the 1995 season.

After signing an unprecedented five-year, \$450,000 per year contract at the beginning of the '93 race season, Bradshaw shocked the motorcycle industry by announcing his retirement in September of that same year.

Bradshaw said that for personal reasons, he could no longer give 100% of his effort to racing, and to give anything less would cheat his fans and sponsors.

"I'll be back when I can earn my paycheck and not one second before," said Bradshaw in a September '93 Yamaha-issued press release.

Apparently, that time has come, and Bradshaw will reportedly start off by working with Yamaha's testing department. The 19-time supercross winner has been spotted several times in recent weeks testing and practicing with the Yamaha factory and Noleen/Sizzler teams, and witnesses report that he is not too far off his old pace. On Yamaha's private Southern California supercross track, Bradshaw is reportedly faster than John Dowd, and only a few seconds off of Larry Ward's pace.

Should he return this season, don't expect Bradshaw to compete in the U.S. Supercross Series. Instead, his return will likely be in the 250cc National Championship MX Series. Naturally, Bradshaw would be aboard a factory-backed YZ250 and pitted with Jeff Emig, Kevin Windham and Dowd in the factory semi.



stickers on their bikes. Contingency awards are based on top three overall placings and the necessary forms will be available at AMA registration with the sticker available from tech inspection.

The **White Bros. Four-Stroke World Championships** will be held May 21 at Glen Helen Raceway in San Bernardino, California. The one-day MX race will be preceded by an open practice session on May 20, and the actual race track will be open for use. In addition to Sunday's popular MX race, **Team Dual Dogs** will host a special dual sport ride. The ride will begin at 9:45 a.m., shortly after the first race of the day, which happens to be the dual sport class. Racers can compete in a moto, take a trip through the San Bernardino mountains, and return in time for their second moto, about 3:00 p.m. Several other novel activities will be held throughout the day, including a vintage bike show that will offer a \$1000 purse for the top bikes. Also a special team race will be held in between motos, in which one full-sized and one minibike will be used. Classes will be offered for all bikes and skill levels. Full factory participation is expected. For more information call 602/437-5411.

A secondary host hotel for the April 22 **Charlotte Supercross** has been secured. The **Holiday Inn East Independence** at 3501 East Independence, is offering special \$59 room rates on April 21 and 22. The Charlotte Supercross must be mentioned to receive the special rate, and reservations must be made by April 14. For reservations call 704/537-1010.

The **Mammoth Mountain Ski Area** is giving qualified motocross racers a chance to compete on the world-famous Mammoth Mountain MX course a few weeks early this year. The annual motocross races will be held June 22-25, but the inaugural **Snow Board/Motocross Championships** will be held June 4-5. To be eligible to compete, racers must be competent at both motocross and snow boarding. Day one of the competition will see entrants race against the clock on the "Boarder Cross," a BMX-style race course which will feature double and triple jumps, berms and table-tops. Day two will pit racers against each other on the MX course. The rider with the lowest combined score will be declared the first-ever event champion. For more information contact Ron McCoy at 619/934-5831.

The April 15 deadline for the **AMA Pro Racing \$1000 Scholarship Award** is

approaching rapidly. The award will be awarded to a 16- or 17-year-old high school senior that is an AMA licensed pro competitor with good grade point average. The award is applicable to a technical school or other institution of higher learning, and will be awarded to the graduating senior with the highest GPA for the 1994-95 school year. Also taken into consideration will be the student's academic achievements. Replies should be sent to AMA Pro Racing, Attn: Operations Manager, 33 Collegeview Rd., Westerville, OH 43081-6114.

A&R Racing's **Will Davis** was the overall winner of the Florida Flat Track Series, held throughout Daytona Bike Week in Daytona Beach, Florida. Davis' 89-point total edged out runner-up **Steve Morehead** and his 61-point total. **Kevin Atherton** was third with 46, edging out **Davey Camlin**, who also boasted 46. Atherton was awarded the position by virtue of his higher top finish.

So you want to try your hand at off-road rally navigation, but you're not quite ready to commit the time and money it takes to compete in the grueling events? Then the Best in the Desert Virgin River dual sport ride may be for you. Organized by Nevada Rally course official **Casey Folks**, the 230-mile ride is scheduled for May 7, and will use a similar roadbook to those utilized in rallies. Several top riders, including **Johnny Campbell**, are planning to use the event as navigation practice for the Nevada Rally this August. For more information, call 702/457-5775.

Former Ultracross Champion **Shaun Kalos**, who has been racing a Surdyke Racing-sponsored Yamaha YZ250 in the U.S. Supercross Series, is planning to contest the 250cc National MX Series on a Husaberg 501. Kalos had hoped to contest the indoor circuit on the big four-stroke, but sufficient testing has not yet been completed. He still plans to race the final two or three SX rounds on a Husaberg 350.

FMF Racing has opened up a 1-900 **Technical Tip Hot Line** for last-minute or late-night technical questions, regarding race setup for your motocrosser. There are five categories to choose from, including front suspension, rear suspension, jetting, bike prep and new products. The call costs 99 cents a minutes and the average call last for approximately six minutes, and you must be at least 18 years old or have parental permission. For more information call 310/539-6884.

Hideo "Pops" Yoshimura: 1922-1995

Yoshimura Japan Co. founder Hideo "Pops" Yoshimura (right), 73, died at his home near Tokyo, Japan on March 27 after a long bout with cancer. Yoshimura, who started Yoshimura Japan in 1954, was a legend whose products have become synonymous with potent four-stroke motorcycles.



Yoshimura was one of the first to build four-into-one exhaust pipes for motorcycles which became the backbone to a booming exhaust pipe business. Yoshimura soon parted company with American partners, but that relationship didn't last and "Pops" ended up establishing a second company, Yoshimura R&D of America, which was based in Hollywood, California. It was there that he began developing high-performance parts for the Kawasaki Z1 and the Honda CB750. Yoshimura eventually started working on Suzukis, most notably the Japanese company's first endeavor in the superbike wars - the GS750.

A bored-out GS750 built by Yoshimura won the AMA Superbike race at Laguna Seca in 1977 in the capable hands of Steve McLaughlin. It didn't take long for the Yoshimura team to switch to racing Suzukis exclusively, and it was a Yoshimura Suzuki GS1000 Superbike that Mike Baldwin and Wes Cooley used to win the first-ever Suzuka 8-Hour in 1978. By the early '80s, Yoshimura was doing all of Suzuki's four-stroke racing development.

When "Pops" became ill, his son Fujio took over as president of Yoshimura Japan. The well-known and much-liked "Pops" Yoshimura made a popular return to the Suzuka 8-Hour last year. Yoshimura is survived by his wife Nabe, son Fujio and daughter Namiko Moriwaki.

Cards and flowers may be sent to Yoshimura Japan Co., Ltd., 6748 Nakatsu Aikawa, Machi, Aiko-Gun, Kanagawa Pref., Japan.

Scott Plessinger (KTM) scored the overall win at round nine of the AMA Mid-South Winter Hare Scrambles Series on the Owensboro Motorcycle Clubgrounds in Fordsville, Kentucky, on April 2. **Terry Cunningham** (Yam) was second and **Robert Patterson** (Suz) third.

AUTOGRAPH SIGNING: At Plano Honda in Plano, Texas, on April 28. Team Honda/1-800-Collect's Jeremy McGrath, Steve Lamson and Doug Henry, and Honda of Troy's James Dobb, Mike Craig, Brian Swink and Mike Brown are scheduled to appear. For more information call 800/856-1226.

AUTOGRAPH SIGNING: At Rosenau Powersports' European bike department in Dearborn Heights, Michigan, on April 7 from 4:00 p.m. to 7:00 p.m. and April 8 from 11:00 a.m. to 2:00 p.m. Team Husaberg's Shawn Kalos and Chuck Sun are scheduled to appear.

AUTOGRAPH SIGNING: At Charlotte Honda, Yamaha, Kawasaki in Charlotte, North Carolina, on April 21 from 6:00 p.m. to 7:00 p.m. Team Kawasaki's Mike Kiedrowski, Mike LaRocco, Robbie Reynard and Ryan Hughes are scheduled to appear. For more information call 704/394-7301.

OPEN HOUSE: At BMW Motorcycles of Santa Cruz, California, on May 6-7. Factory reps from BMW are scheduled to appear. For more information call 408/476-6262.

AUTOGRAPH SIGNING: At Central Yamaha in Plano, Texas, on April 28 from 6:00 p.m. to 8:00 p.m. Team Yamaha's Jeff Emig, John Dowd and Kevin Windham are scheduled to appear. For more information call 214/423-4089.

MOVED: GFI Racing, to a new office in Riverside, California. The new phone number is 909/684-6996 or 909/684-6997 (fax).

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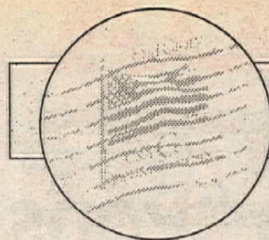
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VOICES

Letters to the editor

Graham's troubles

My brother and I read the article on Ricky Graham (Turn Four, Issue #13, April 5) written by Donn Maeda. It is sad to hear about the physical and financial burdens on one of the greatest dirt trackers since the days of Kenny Roberts.

We have to admit that over the years we have lost interest in dirt track racing, but when Graham came back on the scene in '93 he brought something else back - competition between manufacturers, namely Harley-Davidson and Honda. We know that Graham wasn't a factory rider in '93 but he made Honda, not to mention Team Undo, a name to be reckoned with. All the money that Honda put out in the early '80s to have a bike that competed with Harley finally paid off in '93 - thanks to Ricky Graham. We think Honda and the sport itself owes a lot more to this man than he's received.

The Harris Brothers
North Hollywood, CA

More on Graham

Growing up around motorcycles, I started riding at the age of seven. My parents wouldn't allow me to even sit on a motorcycle without a helmet. Whether I was testing my motorcycle by riding it up the street or riding it over to sign up at the race track - I always wore my helmet.

Now I need to get something off my chest. I have been a fan of all types of motorcycle racing for 25 years and nothing upsets me more than seeing dirt track racers doing clutch starts on the back straight - with no helmets; motocross racers riding around a supercross track or back to the pits - with no helmets; and speedway riders riding around the tracks - with no helmets. I was upset to hear about Ricky Graham's unfortunate accident. My first thought was if Ricky was wearing his helmet at the time. Now I've found out that he was not.

Okay, AMA - it's time to do something for racing. Require all competitors to wear a helmet when they are riding motorcycles. Many impressionable children attend these events and if they see their heroes wearing helmets they might just wear their own. I hope Ricky Graham's accident will serve as a reminder to everyone. Please wear your helmet.

John Foster
Long Beach, CA

Nick fan

Paul Carruthers - motojournalist - be fair. In your Briefly sidebar to your Daytona 200 article (Issue #11, March 22), you put down motojournalists who took part in Daytona '95 in a very derogatory manner as if crashing was their sole contribution.

Under "Racing motojournalist dept." you say... "and earlier this week, Sport Rider editor Nick Ienatsch (not in bold type, contrary to all the other names except Kent Kunitisugu) crashed when the Britten's steering damper failed in the chicane. Motorcyclist Magazine editor Mitch Boehm was the most successful of the journalists, finishing third in a vintage race on Tuesday; American Roadracing's Brian Catterday rode to an 11th-place finish in the SuperTeams endurance race with teammate Mark Cruz." Big deal. In the very same race, Nick Ienatsch finished first with teammate Fritz Kling. Is this fair or not?

Nick Ienatsch also finished first in the Championship Cup Series Sprints in Expert Heavyweight SuperTwins, third in the Battle of the Twins Open and fourth in the superlatively competitive AMA 250cc Grand Prix. Very sincere congratulations to Nick and best wishes for a speedy recovery to Jason and Lance, all editors of Sport Rider Magazine. Also congratulations to Yvon, Miguel and Mario DuHamel and best wishes for a speedy recovery to Pascal Picotte.

Bob Charbonneau
Montreal, Quebec, Canada

And to think we didn't know that Nick had family in Canada. Seriously, to say that I was derogatory toward Nick or any other motojournalist is - as you would say - "not fair." The reason I focused on the other editors was because Ienatsch's heroics were well covered elsewhere in the issue. As for me focusing on their crashes - well, that's exactly what they did. I have respect for each and every one of them as both racers and motojournalists, but we all crash and unfortunately we also usually have to read about it...Editor.

TNN's the worst?

In my opinion (and in the opinion of many of my friends) the TNN coverage of the Daytona 200 was the worst that we have seen on TV. Out of 80 riders, Scott Russell is the only rider that was covered. Take nothing away from Russell because he is a brilliant rider, but the other riders were also risking their lives, and I'm sure they would have enjoyed a glimpse of themselves on National TV.

I have followed some of these riders for five years, and they are some of the top riders in the nation, but they were never shown or spoken of. Hopefully, someone else covered the race so that the other riders who were competitive could be viewed. I'm a disappointed race fan.

G.A. Black
Oakman, GA

Kudos

To all the good folks at Cycle News. The Daytona coverage was the finest. Thanks for the best motorcycle news there is to read on the planet. Keep up the great work.

Andy Smith
Longmont, CO

Don't thank us

I just wanted to thank you for the full-page ad that you have been running with the air times and dates of the racing to be featured on ESPN. This is just one more great dimension of an already great publication. I hope you keep running the air times.

William Stoner
New Haven, CT

Godspeed, John

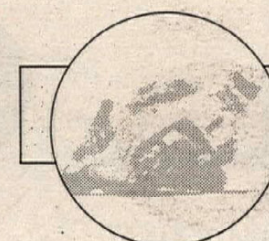
Longtime motorcycle enthusiast and AMA Member John Judson Andrews died tragically in a motorcycle accident in the Daytona area during Bike Week '95. The single-vehicle accident occurred when John's winter suit, which was being carried under a cargo net, came unsecured and was trapped in his rear wheel. John was struck by his motorcycle in the crash.

John was a good motorcyclist. He never drank and rode. He always wore a helmet, leather jacket, boots and gloves, and he was informed about the latest in safety issues and rider techniques. Everything was in place to save him except divine intervention.

John is survived by his wife Angie and three-year-old daughter Jessica. We will all miss him terribly.

Michael A. Morley
Jacksonville, NC

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ON THE FRONT COVER

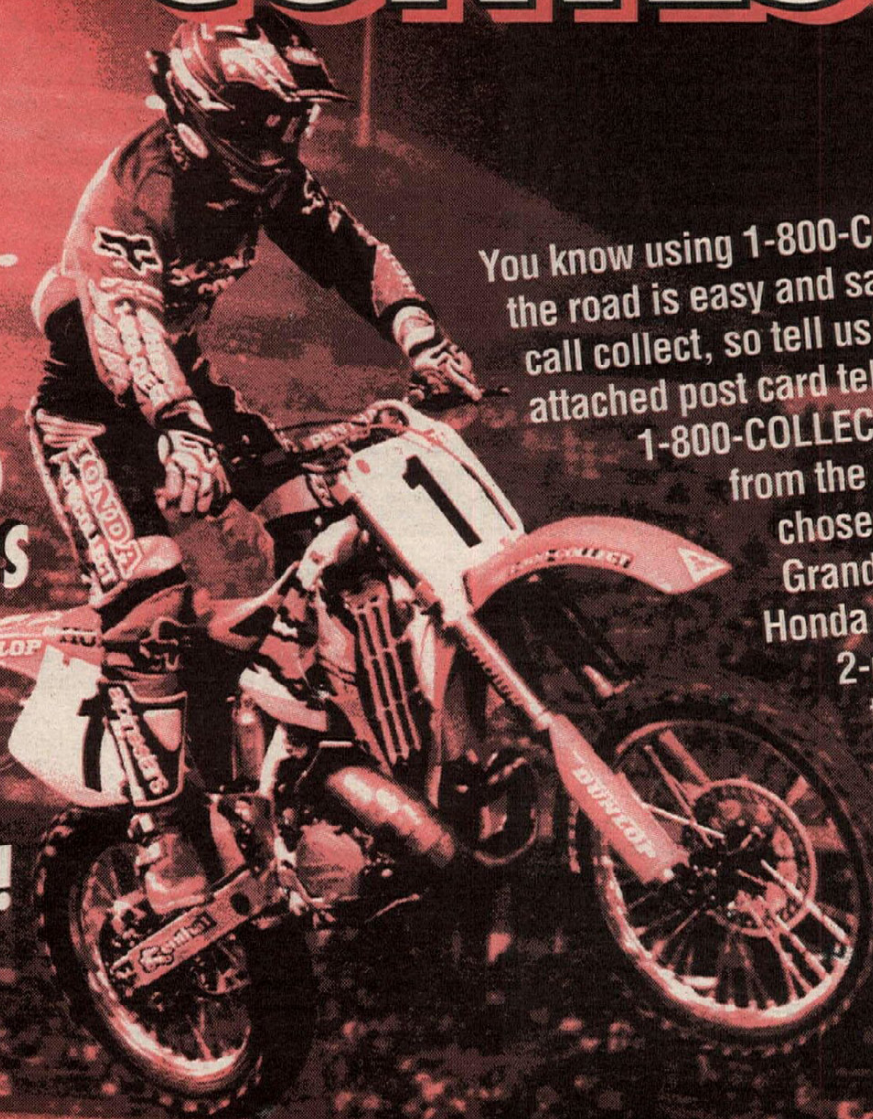
Smokin Joe's Honda rider Mike Hale scored his first win for the team in the 600cc Supersport class at the L.A. Superbike Championship in Pomona, California, and he liked it so much that he went back out and won his first Superbike National as well. See page 6. Photo by Kinney Jones.

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ROAD RACE

AMA Superbike National Championship Series

Round 2: Pomona Fairplex



Hale yes!

By Paul Carruthers
Photos by Kinney Jones

POMONA, CA, APR. 2

The floodgates opened on the promising road racing career of Mike Hale all at once today in the Los Angeles Superbike Championship at the Pomona Fairplex, with the outpouring also putting an end to Honda's three-year winless drought in AMA Superbike racing.

Hale was truly magnificent in winning his first AMA Superbike National ever, a result which becomes even more impressive when you consider that this was only the fifth Superbike race of his career. And the Superbike victory came directly on the heels of his first AMA 600cc Supersport win, a race which was held earlier in the day and went a long way toward breaking the ice for Hale.

The young Texan started fourth in the National on the Smokin' Joe's Honda RC45, quickly moved into second, and then disposed of early leader Pascal Picotte on the eighth of 30 laps of the Cycle World Magazine-sponsored event. That was the last that anybody saw of him as he sped to a 12-second victory over Muzzy Kawasaki's Steve Crevier, giving Honda's much-bally-hooded RC45 its first victory in AMA Superbike racing. It was also Honda's first AMA Superbike victory since Freddie Spencer won at Twxas World Speedway in 1992.

With Crevier riding hard and consistently to his best-ever AMA Superbike finish, his Muzzy Kawasaki teammate Pascal Picotte gamely fought to a third-place finish behind him, despite racing with a collarbone that was broken in the

600cc Supersport final at Daytona International Speedway just over two weeks earlier. Picotte held second until the 20th lap when he collided with a lapped rider, slowing him momentarily and allowing Crevier to not only pass but also pull away as the pain in Picotte's shoulder became almost unbearable.

Fourth place went to Vance & Hines Yamaha's Jamie James, the elder statesman of the series working hard to pass the Fast By Ferracci Ducatis of Mike Smith and Takahiro Sohwa, only to run straight in the chicane and have to do the whole thing over again. Still, he managed to catch and pass Smith, who ended up fifth, and Sohwa, who slowed eventually to eighth. Sixth place fell to Yoshimura Suzuki's Fred Merkel with James' Vance & Hines teammate Tom Kipp fighting back from a poor start to finish seventh.

Behind Sohwa came Team Mirage's Dale Quarterley with three-time World Champion Freddie Spencer fighting front brake problems to wind up 10th, well clear of Smokin' Joe's Honda's Miguel DuHamel, who had a day he'd rather forget. The French Canadian crashed on the first lap after catching his front brake lever on James' leg, but he managed to fight back from dead last to 11th on his RC45.

If winning his first National wasn't enough to thrill Hale, the likable Texan heads to the third round of the series at Laguna Seca on April 30 as the series points leader. Hale leads the tally, over Kipp, 54-49. Merkel is a close third with 48, followed by Quarterley and Stevens with 43 apiece.

Last year the circuit at the Pomona Fairplex was more of a story than the race itself. This year that wasn't the case. Though most of the racers returned to

Pascal Picotte (21) leads the way on the opening lap of the Superbike National at the Pomona Fairplex. Freddie Spencer (19), meanwhile, slams on the front brakes to avoid crashing into Picotte, and Jamie James (2) looks for an opening.

the Pomona Fairplex not knowing what to expect, criticism of the race track was down from a season ago. While nearly all concur that the track which twists and turns through the parking lot of the Los Angeles County Fairgrounds is somewhat of an oddity, all were in agreement that the event promoters had improved the race track significantly. Portions of the circuit were resurfaced, sand traps were added in certain areas and one of the more dangerous portions of the second-year track were redesigned, slowing entrance speeds to the long back straightaway.

Springtime in Southern California provided race day with sunny skies and warm temperatures, and things got hot right away when the flag dropped on the Superbike National. Picotte led the charge down the drag strip portion of the race track leading to turn one, but it was there that things got a little hairy. Spencer charged up the inside then found out he didn't have any front brakes.

"Hitting Jamie (James) is what stopped me," Spencer said later. "I started in on the rear (brake) and then I went to the front and there was nothing there. Man, I couldn't believe I made it. I hit Jamie, looked up and I was second. That was a good test for my heart. I keep an adjuster on the bike so I can screw it out and I gave it (the front brake) some adjustment after that."

Like Spencer said, James was on the receiving end of a good tap in turn one: "I got an excellent start," James recalled. "Pascal powered up beside me and I was fixin' to fall in behind him. Then Freddie came flying in and hit me. It knocked me way off line and then Miguel (DuHamel) hit me and then he went down."

James' leg hit DuHamel's front brake lever, causing the brake to lock, and spit the French Canadian off. He remounted over half a lap down, but carried on to finish 11th after a spirited ride.

"I was behind Jamie (James) and he came wide and then swung it back hard," DuHamel said. "He hit my front brake lever with his knee and I crashed. I did more damage when I tried to pick the bike up and ripped the air duct off. The footpeg had spun around and was kind of slippery, but the bike worked pretty good after that. I just rode it and wanted to do at least one 1:25 lap, and I was happy to do that with the way the bike was. Things could have gotten worse and I got some points, so it's okay."

At the completion of the first lap it was Picotte leading Spencer, Smith, Hale, Crevier, Merkel, James, Sohwa, Quarterley, Stevens and Kipp - with DuHamel bringing up the rear of the pack, well behind even the slower riders in front of him. Hale picked his way through to second place on the second lap, but he trailed Picotte by 1.68 seconds at the end of the third lap. By this time the lone factory Harley-Davidson VR1000 in the race, ridden by Chris Carr, was already out of the race with mechanical ills.

Hale instantly started chipping into Picotte's lead and on the seventh lap he was right with the Muzzy Kawasaki. Hale's charge had also motivated Crevier, who stuck with the Texan making it a three-way fight for the lead at the start of lap eight. Those three had worked clear from the Smith/Sohwa battle, which in turn had a gap over James, Merkel, Kipp, a fading Spencer, Stevens and Quarterley. Yoshimura Suzuki's Donald Jacks and American Flyers' Todd Harrington had their own little battle for 12th, one that would eventually get to Harrington and his privateer Kawasaki.

It was at the end of the long back straightaway that Hale took over the lead on the eighth lap. The Texan ran it in hard on the brakes and squeezed past Picotte to lead a Superbike National for the first time in his young career. That

apparently didn't faze Hale as he proceeded to pull free from the Picotte/Crevier tussle. He led by a second after nine laps, by two seconds after 13 laps, three seconds after 15 laps, and almost five seconds after 18 laps. He would continue to pour it on until the gap reached 12 seconds at the end of the 30-lap race - and victory was his. Like all confident young racers, he wasn't surprised by his effort.

"I thought I could get out there and get away," Hale said later. "I knew I had to get a good start, but I thought Pascal (Picotte) and I could get away, and I thought Jamie (James) would hang tough. I saw Pascal was having some difficulties and I thought I need to get by him, and see if he could maybe hold up the other guys so I could put some time on 'em. I think it worked out pretty good. The bike worked great, from day one really."

Behind him the battle for second heated up with Crevier getting by on the 20th lap - with a little help from a backmarker. "The guy had already started to lean, and I went on the outside and he hit me," said Picotte, who finished the race with tire marks on the right side of his seat and exhaust pipes.

"It scared the heck out of the guy and he just straightened up and T-boned Pascal," Crevier said. "I think I still went around all that. The guy definitely got spooked. A blue flag (to let slower riders know that faster riders are approaching) one day would be nice. The lapped riders have to learn that they are going to be passed and it seems to be a problem here more than anywhere because there's one line."

The incident not only allowed Crevier to pass Picotte, but it also further increased the pain in Picotte's shoulder. "It got bad after I got hit by

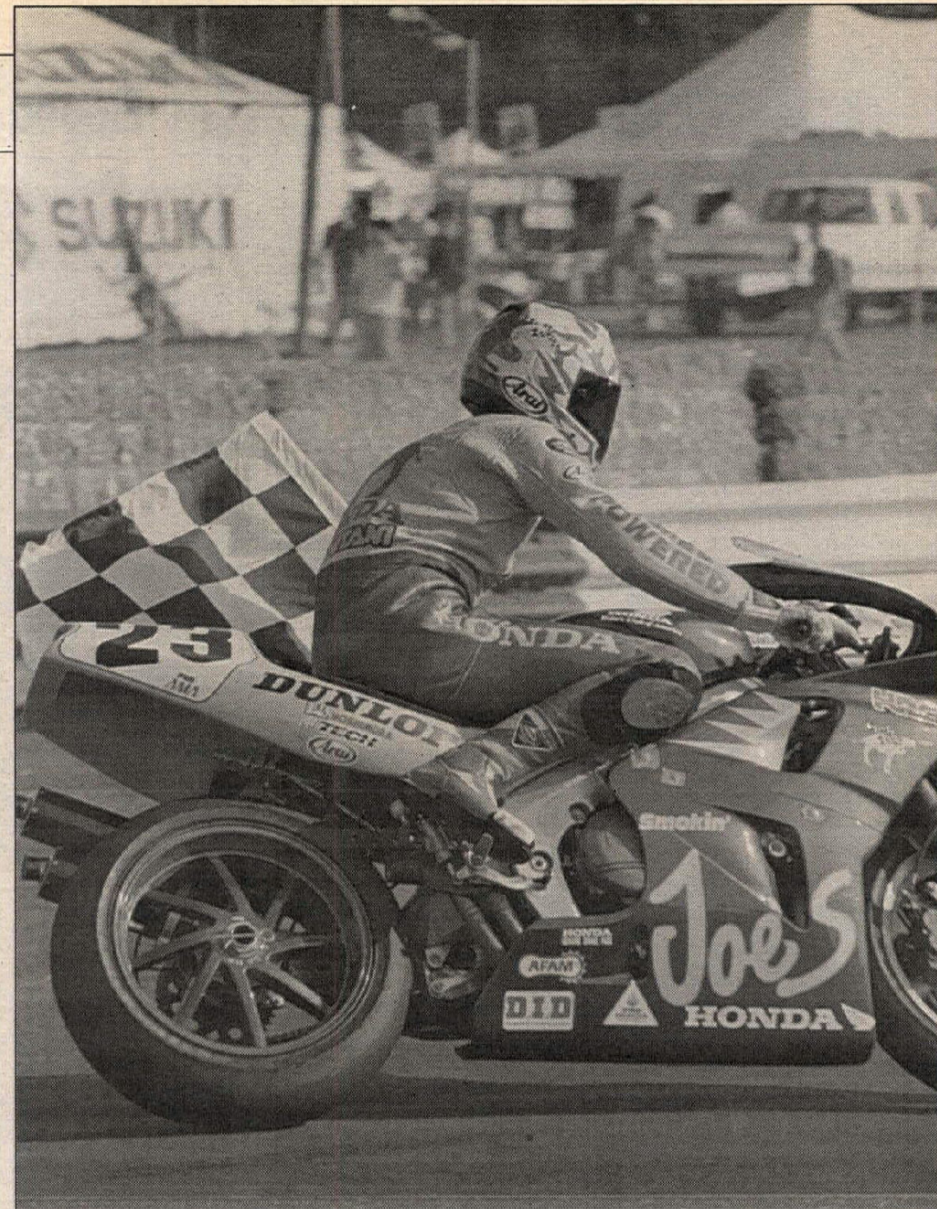
the lapped rider," Picotte said. "I probably tightened my muscle more than usual and it really hurts when you tighten your muscle hard. Right after that it started hurting, hurting and hurting. I really thought it was 25 laps, not 30. I started thinking too much and that was it."

Once past Picotte, Crevier had no false illusions of being able to reel in Hale. "I rode really hard just to get past Pascal," Crevier said. "The lapped traffic set me back a bit and I made some bad decisions in lapped traffic. My charge to catch and pass Pascal used me up too much. Mike was already way too far gone. You can't make up five seconds too easily on a course like this."

In the race for fourth place, James had come through to take over the spot on the 12th lap from Ducati teammates Smith and Sohwa. He then started pulling away from the two red bikes, only to run straight at the chicane on the 19th lap - a mistake that dropped him back to sixth. The Louisianan was able to sneak by Smith a lap later before running down Sohwa and passing him on the 24th lap. At that point he was able to pull clear and finish a comfortable fourth.

"I just put my head down after the incident at the start," James said. "I settled in after that and worked my way through. Mike (Smith) and (Takahiro) Sohwa were having some handling problems, but I overshot the little chicane and had to start all over again. I rode my tail off and didn't get anywhere."

Merkel continued to pick up speed as the race wore on, turning his quickest lap (a 1:25.689) on the 26th of 30 laps as he tried to catch the two Ducatis. Although he and Kipp, who chased Merkel throughout, managed to



get Sohwa, they couldn't quite catch Smith.

"I just rode it as hard as I could," Merkel said of his Yoshimura Suzuki GSXR750. "That's all it's got. The team is working really hard and we're going to go and test at Laguna Seca. We were just

Mike Hale won his first-ever AMA Superbike National and ended Honda's winless drought in AMA Superbike racing.

Picotte/Kawasaki on pole

Pascal Picotte (right) scored his first pole position for his new employer, Rob Muzzy, at the Pomona Fairplex - and in the process went a long way toward thwarting those who believed his speed from recent years was only a by-product of him riding a Ducati.

The French Canadian was the fastest of the superbike men throughout qualifying and in the end he was the only rider to eclipse the one-minute, 24-second mark as he dipped down to a 1:23.898 in the final of two sessions. Looking slim and fit, Picotte suddenly established himself as the man to beat - despite undergoing surgery to his broken right collarbone only two weeks ago.

"I knew yesterday that I would be able to do at least a second quicker," a confident Picotte said. "That's exactly what I did and I'm really happy. That lap time, a 23.8, I got caught behind a lapped guy in the last corner so I maybe lost a half-second there. It could have been 23.5 - but I'm still on the pole so I'm really happy."

"Many people thought I was good just because I was on the red bike, the Ducati. That may have been one of the reasons why I changed teams this year. I went to Kawasaki to prove that I was able to be in the front with any kind of bike - any Japanese bike or even maybe a Harley one day."

As for his broken collarbone: "It feels pretty good. It's really sore, but the way I'm riding the bike it's not that bad. If I can run away tomorrow, I'll try it. If not, I might sandbag a little bit and see what's going on. If I can save the rear tire and the engine a little bit...but I don't want to be too far behind with the lapped guys because it can be hard. We'll just see at the end."

The man with the second-quickest time was Vance & Hines Yamaha's Jamie James. The Louisianan circulated the 2.1-mile race track in 1:24.492 in the second of two sessions to place him next to Picotte on the front row.

"The bike's really running strong," James said. "The Vance & Hines crew does an excellent job. We'll adjust on a few things in the morning and see if we can't get a little more speed out of it - and put on a good show, hopefully."

James spent some of the final session looking for different lines: "I'm looking for anything I can get to go faster. I almost saw some places that I didn't want to see, actually. Everybody is riding these things really hard and I think you'll see a good show."

The veteran also commented on the partially redesigned race track which still



weaves its way through the parking lot of the Los Angeles County Fairgrounds: "Actually the track layout makes it a lot safer," James said. "They did away with some of those high-impact areas and that's what we were mainly concerned with last year. It just got us riled up in the beginning last year, but it got better. They did an excellent job and I think they'll have good racing here from now on."

The third man on the front row was Smokin' Joe's Honda's Mike Hale, in what is really his first full season of AMA Superbike racing. The young Texan clicked off a 1:24.493 in the second session on his brand-new 1995 Honda RC45. Hale cut over a second off his first-session time, thanks to the use of Dunlop qualifying tires, to grab the third spot on the front row with a 1:24.493.

"Today we put qualifying tires on and that was the biggest difference," Hale said. "Yesterday we pretty much used the session as an impromptu test session with race-compound tires. That's pretty much where the difference was. The new '95 model bike is really fast. Miguel (DuHamel) was going good on it at Daytona so I was really excited and looking forward to getting on it here. I got on it and we kind of meshed, and clicked, right off the bat. There's no telling in qualifying. The race is where it counts and race setup is where it's at. But we've got the RC45 on the front row and we're going to start strong and finish tough. I think we'll end up running low 25s - it just depends on what Pascal can do. Right now he's over half a second quicker and we're chasing him. We'll put the race tires on and I think it'll be a close race. I don't think Pascal will be able to get away."

Yoshimura Suzuki's Fred Merkel completed the first row of the grid, the former World and National Champion riding hard to give Suzuki its first front row start in recent memory. Merkel lapped at 1:24.609.

Leading row two would be Muzzy Kawasaki's Steve Crevier at 1:24.661. "It's a little disappointing because I thought I was on the front row, but I guess I'm not," Crevier said. "The bike's working real good. It's just a matter of getting clean laps. You come into traffic here and it can really hold you up bad, unlike other places. Passing is pretty good, but there's really nowhere to go when someone is slowing down. With a bit of luck tomorrow we'll go better in the race. Those were easy lap times that I qualified at, so I feel I can race at that and that's good. Fatigue will be a factor here and that's why I pack on these extra pounds - I don't think I'll have a problem being there at the very end."

Following Crevier was Vance & Hines' Tom Kipp (1:24.746), Smokin' Joe's Miguel DuHamel (1:25.161), and then the three struggling Fast By Ferracci Ducati 916s ridden by Takahiro Sohwa (1:25.921), Mike Smith (1:26.480) and Freddie Spencer (1:26.711) - with all three having problems with the front ends of their V-twins. Team owner Eraldo Ferracci blamed at least a portion of the problem on the team adapting to the Michelin tires. According to Ferracci, the Michelins give a lot more rear grip, causing the fronts to push. Different-length swingarms were being used, and the Ducati guru said the problem would be fixed by the time the team arrived at Laguna Seca for the third round of the series. "We'll be okay," he said.

Team Mirage's Dale Quarterley, Harley-Davidson's Chris Carr and Doug Chandler, and Yoshimura Suzuki's Donald Jacks rounded out the top 15 qualifiers.

ROAD RACE

AMA Superbike National Championship Series

Round 2: Pomona Fairplex

getting killed on acceleration, but we're working on it. This start and stop stuff kills us, so I think Laguna will be a lot better for the Suzuki."

Kipp never really recovered from a bad start and could never find a way around Merkel: "It went really, really good except for the start," he said. "I got boxed in and it made for a long race. There were only two spots on the track that were hurting me and that was because of gearing. I never passed Fred; I was making time on him and he was making time on the Ducatis. The bike worked well and I'm really happy with my performance."

Pomona Fairplex
Pomona, California
Results: April 2, 1995

SUPERBIKE QUALIFYING: 1. Pascal Picotte (1:23.989); 2. Jamie James (1:24.492); 3. Mike Hale (1:24.493); 4. Fred Merkel (1:24.609); 5. Steve Crevier (1:24.661); 6. Thomas Stevens (1:24.735); 7. Tom Kipp (1:24.746); 8. Miguel DuHamel (1:25.161); 9. Takahiro Sohwa (1:25.921); 10. Mike Smith (1:26.480); 11. Freddie

(Right) Muzzy Kawasaki teammates Pascal Picotte (21) and Steve Crevier (14) battled for second place behind Mike Hale. Crevier eventually got the nod over his teammate when Picotte slowed after being hit by a lapped rider. (Below) Jamie James (2) leads Mike Smith (68) in their battle for fourth; James got the spot. (Bottom) The top three celebrate - Pascal Picotte, Mike Hale and Steve Crevier.



Spencer (1:26.711); 12. Dale Quarterley (1:26.935); 13. Chris Carr (1:26.983); 14. Doug Chandler (1:27.134); 15. Donald Jacks (1:27.458); 16. Al Salaverria (1:27.871); 17. Todd Harrington (1:28.432); 18. Britt Turkington (1:28.626); 19. Scott Zampach (1:28.787); 20. Eric Moe (1:29.363); 21. Andy Fenwick (1:30.220); 22. Damian Weber (1:30.435); 23. Greg Gibson (1:31.289); 24. Jeff Reeves (1:31.665); 25. Shane Turpin (1:31.966); 26. John Hilton (1:31.982); 27. Jim Dickenson (1:33.450); 28. Mike Krynock (1:34.654); 29. Steve Dahlstrom (1:34.913); 30. Dennis Ransom (1:35.107); 31. Matt Cusumano (1:38.072); 32. Kel Davidson (1:38.075); 33. Stephen Vlasblom (1:39.551).

SUPERBIKE FINAL: 1. Mike Hale (Hon); 2. Steve Crevier (Kaw); 3. Pascal Picotte (Kaw); 4. Jamie James (Yam); 5. Mike Smith (Duc); 6. Fred Merkel (Suz); 7. Tom Kipp (Yam); 8. Takahiro Sohwa (Duc); 9. Dale Quarterley (Duc); 10. Freddie Spencer (Duc); 11. Miguel DuHamel (Hon); 12. Todd Harrington (Kaw); 13. Donald Jacks (Suz); 14. Al Salaverria (Duc); 15. Britt Turkington (Yam); 16. Scott Zampach (H-D); 17. Eric Moe (Kaw); 18. Thomas Stevens (Suz); 19. Jeff Reeves (Duc); 20. Damian Weber (Duc); 21. John Hilton (Hon); 22. Greg Gibson (Yam); 23. Jim Dickenson (Suz); 24.

Dennis Ransom (Hon); 25. Steve Dahlstrom (Yam); 26. Andy Fenwick (H-D); 27. Chris Carr (H-D).
Time: 42 min., 35.450 sec.
Distance: 30 laps.
Average Speed: 88.751 mph.
Margin of Victory: 12.005 sec.
Fastest Lap: Steve Crevier, 1:24.859, Lap 14.
AMA SUPERBIKE NAT'L CHAMPIONSHIP POINT STANDINGS (After 2 of 10 rounds): 1. Mike Hale (54/1 win); 2. Tom Kipp (49); 3. Fred Merkel (48); 4. (TIE) Dale Quarterley/Thomas Stevens (43); 6. Donald Jacks (40); 7. (TIE) Scott Russell/Todd Harrington (36/1 win); 9. Eric Moe (34); 10. Steve Crevier (32); 11. Pascal Picotte (31); 12. (TIE) Colin Edwards II/Jamie James (28); 14. Damian Weber (27); 15. (TIE) Doug Polen/Mike Smith (26); 17. Takahiro Sohwa (23); 18. (TIE) Jeff Reeves/Freddie Spencer (21); 20. Miguel DuHamel (20).

Upcoming Rounds:
Round 2: Monterey, California, April 30
Round 3: Lexington, Ohio, June 4

Briefly...

According to promoters, a crowd of 32,647 spectators showed up for the Los Angeles Superbike Championship at the Pomona Fairplex.

Superbike winner Mike Hale didn't get his 1995 Honda RC45 until right before the Pomona event, after riding the '94 model in the Daytona 200. "After the race at Daytona, we sat down with HRC and they told me I'd be getting it (the '95) for the next race," Hale explained. "For them to show that kind of confidence in me...well, that boosted my confidence. I anticipated getting out here on the new bike because I'd seen how fast (Doug) Polen and (Miguel) DuHamel's bikes were down there (Daytona). I was really anxious to get out here and ride it. It's a lot faster. It feels quicker, it stops better and it turns corners faster. It's a better bike. Just judging by the seat of the pants, it's a lot faster than last year's bike. The overall feeling of the slide is very predictable - it's got a lot more forward grip."

With only four AMA Superbike Nationals under his belt, number five was the magic one for Mike Hale, who will never be accused of being a slow learner. "I grew a lot last year and matured as a rider, and I smoothed out a lot," he said. "I mean, I'm still probably wild to a lot of people but you never stop learning. I've put in a lot of effort to get to where I'm at now and I'm not going to lighten up. I've got goals and this is part of 'em."

As if he needed any further inspiration to win his first-ever AMA National Championship Road Race, Hale got it on Saturday night when former Bartels' Harley-Davidson teammate Jay Springsteen won his first National in 10 years. "How about my old teammate (Springsteen)?" Hale asked. "I pulled for Springer all the way and it was great to see him do it. He's always been a mentor of mine."

Hale earned \$4500 of the \$28,000 Superbike purse for his win while Steve Crevier pocketed \$3000 for finishing second and Pascal Picotte took home \$2000 for third place. The total purse for the four money-paying races at Pomona was \$52,000.

If there has been a surprise thus far in the 1995 Superbike National Championship, it is the ease with which Pascal Picotte has adapted to the Muzzy Kawasaki. Many pundits were quick to say that Picotte's past results were due to him riding the all-conquering Fast By Ferracci Ducati 955, a myth he is quickly dispelling. Picotte also claims that the Kawasaki is a better motorcycle than the Ducati: "I prefer the Kawasaki," he said. "The handling is much better. The power comes on a little easier with the Kawasaki. I think it has equal traction with the Ducati, but

the turning comes easier on the Kawasaki. All the factory bikes are really good, but you've got to make it like you want to ride it. I found the Kawasaki a little easier for me to ride."

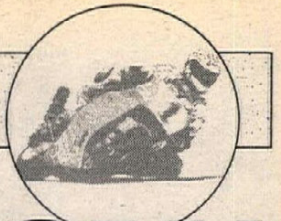
Fred Merkel is genuinely pleased with his position on the Yoshimura Suzuki team after having signed a two-year contract at the beginning of the season. "They're coming up with the goods," Merkel said. "This is the best career move I've ever made. Yoshimura and Suzuki are married again and I'm in on the ground floor. I guarantee I'm going to win a National this year - I guarantee it."

Merkel's teammate Thomas Stevens had a tough weekend. After qualifying sixth on the grid, Stevens was tossed off the Suzuki during Sunday morning's practice session. Then in the race he could do nothing other than ride around after breaking a sprocket. "We had an electrical problem this morning and it started running on three cylinders," Stevens said. "Then it went back to four cylinders and it lit the rear and went to high-side me and then it low-sided. It was my fault because I should have pulled in. In the race a sprocket broke and it started jumping and making a loud noise. I just wanted to try to finish so I figured I'd just ride it until it broke." It didn't and Stevens ended up 18th.

Harley-Davidson's Doug Chandler didn't start the Superbike National after his injured left shoulder became too painful following Saturday's qualifying session. "I could ride around, but if I lost the front there'd be no way," Chandler said. "Laguna will be good. I did 18 laps yesterday and it was really bad. The muscles in my shoulder are all bruised." Chandler, who had surgery on Tuesday, March 14, to have a plate put in his shoulder, qualified 14th despite doing a minimum number of laps.

Chandler and Pascal Picotte kept noted surgeon Dr. Arthur Ting busy in the days following the Daytona 200, with Chandler having his shoulder surgery on Tuesday, March 14, and Picotte going in a day later on Wednesday, March 15, for a similar operation. While Chandler's injury was the more severe of the two and required the use of a plate, Picotte's surgery produced a smaller scar on his shoulder and Ting was able to mend the bone with screws. The two posed for photographs on Sunday, both bearing their nearly matching scars to the photographer.

With the factory Harley-Davidson VR1000s using two exhaust pipes on the right side of the bike rather than the two-into-one exhaust system used by Miguel DuHamel last year, Chris Carr was having problems dragging the canisters as he flicked the bike on its side in right-hand corners. Despite having his bike set up much lower, Doug Chandler wasn't having ground clearance problems. "Those guys hang their whole butts off the seat and I'm only hanging one cheek off," Carr said. "It's something that I'm working on."



By Donn Maeda
Photos by Kinney Jones

POMONA, CA, APR. 2

Five years ago, Mike Hale won the Camel Challenge at the Sacramento Mile and took home a \$10,000 check for his five-lap performance. Hale was a rookie on the Grand National Championship dirt track series then, and until this weekend, he probably would have told you that winning that dash for cash was the highlight of his racing career.

That thrill has been topped.

Now, Hale finds himself a member of the Smokin' Joe's Honda race team, and the likable Texan scored the first 600cc Supersport National win of his career with a masterful performance at the Pomona Fairplex. With the exception of several Harley-Davidson Twinsport National wins, Hale had yet to savor the sweet taste of victory on a road racer. Needless to say, Hale's win in the Supersport race whet his appetite, built his confidence and gave him the extra boost he needed to return later in the day and score his first Superbike National win as well.

A sneak preview of things to come, if you will.

But while Hale's win in the 600cc Supersport race may have looked easy, it really wasn't - at first, that is. Team Kawasaki's Pascal Picotte led Hale early in the race and it looked as if the two would have a heated battle for the lead.

"Pascal had some strong sections of the track, and I had some strong sections of the track," said Hale. "It was going to be a good race."

Going to be, yes, had Picotte not crashed out of contention on the seventh lap and left the door wide open for Hale and his Honda CBR600F3. Upon Picotte's demise, Hale graciously accepted the lead and refused to share it with the rest. At the finish, he enjoyed a six-second lead over Kawasaki's Steve Crevier. The colorful Canadian did all he could to match Hale's pace, but in the end he would be forced to settle for second. Third went to Hale's Smokin' Joe's teammate Miguel DuHamel, but his position wasn't secured until the final 80 yards. Erion Racing's Larry Pegram held down third in the closing stages of the race, but DuHamel's experience outweighed Pegram's youth and exuberance in the end. Pegram charged into the final turn too hard and lost his front end. All he could do was watch as DuHamel avoided his downed machine and raced on to the finish line in third.

Hale and DuHamel now share the series point lead, as both have a win and a third-place finish to their credit. Both riders have 65 points. Crevier is only five points behind the Honda duo, and sits third with 60.

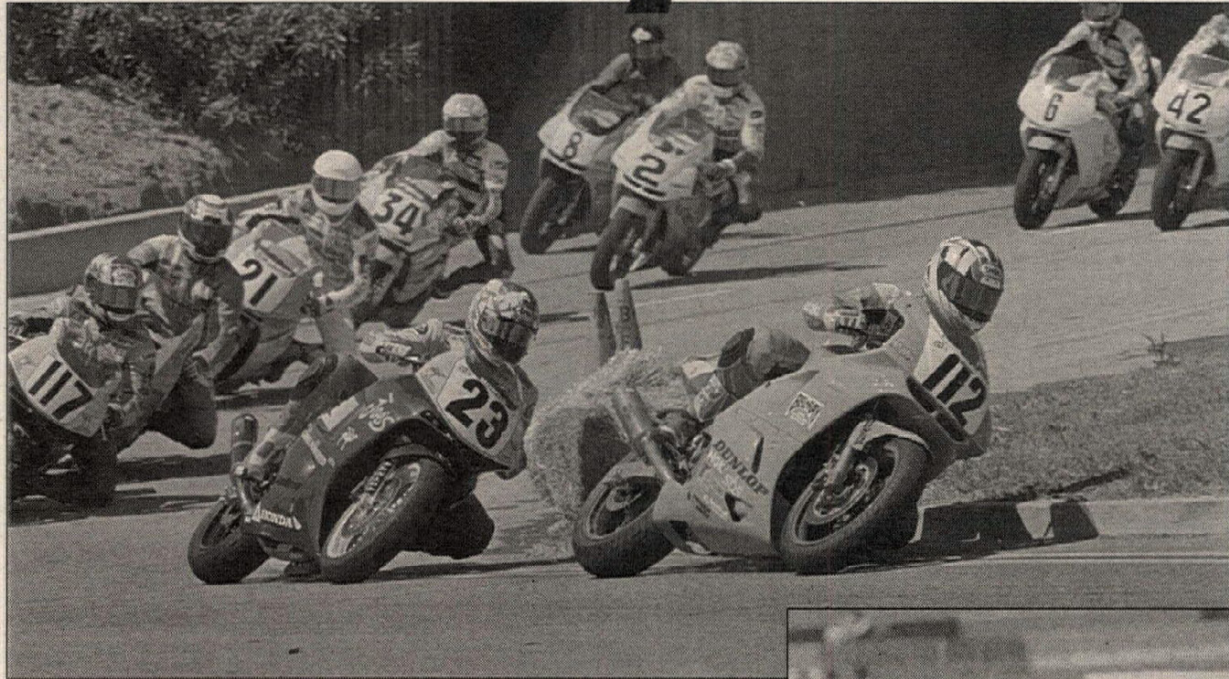
Polesitter Hale was outstarted by Picotte at the beginning of the 23-lap race, and the running order on lap one was: Picotte, Hale, DuHamel, Crevier, Michael Barnes, Jamie Bowman, Thomas Wilson and Takahito Mori. Pegram was ninth.

Hale and Picotte immediately began to distance themselves from the rest of the field, and by lap five had already put 25 bike lengths between themselves and the duo of DuHamel and Crevier.

Crevier hounded Duhamel, but on lap six he had a scary moment and momentarily lost touch with the French Canadian. "There's some cracks in the pavement in one of the turns," said Crevier. "There's stinkin' water coming out of the cracks, and I hit it and flew off the track."

Still, Crevier was able to dig deep,

Sneak preview



(Left) Pascal Picotte (112) led the 600cc Supersport final early, before crashing out of the race.

(Below) The man of the race was Mike Hale (23). The Texan won his first-ever AMA 600cc Supersport final, beating Steve Crevier (4) across the line.

and reeled DuHamel back in with apparent ease. It was then - on lap eight - that the red flag brought the race to a halt. Dale Whelan's Honda CBR600F3 blew its guts out in turn seven, dumping oil in the turn just before the back straight. Owen Weichel hit the oil and was sent to the ground instantaneously, bringing his day, and the race, to a halt.

During the 20-minute delay, most racers opted to fit their machines with new tires.

"When you get the chance to put on new rubber, why not?" said Hale. "We need every advantage we can get. I saw the oil flags out just before the red flag came out. I guess I'll have to just get a feel for the track on the sighting lap, and change lines if I have to."

Hale wouldn't have to change lines. Though Picotte outstarted him again on the restart, Hale would only have to play second fiddle for two more laps. Entering the carousel turn on the second restarted lap, Picotte lost control of his Kawasaki ZX6R and crashed.

"I cased-out on one of the bumps in the turn and lost the front end," said Picotte, who was unhurt in the spill. "This track still needs some work."

Hale motored past Picotte and his machine as they slid off the track, effectively ending the race for first.

"I was trying to pressure him, and I guess it worked," said Hale. "I was looking forward to a good battle, it's too bad Pascal had some bad luck."

While Hale rode unchallenged, the action behind him was fast and furious. DuHamel restarted the race in third, with Crevier close behind. The two riders circled the track only inches apart before Crevier dived to the inside of DuHamel in turn three and took control of second. With that, second place was determined, as Crevier quickly pulled clear of DuHamel.

"Once I got into second, I looked and saw where Hale was," said Crevier. "I tried as hard as I could for a few laps, but I just couldn't catch up. Once I realized that, I backed off a bit and settled for second. Trying too hard on a track like this will set you on your ass."

After being passed by Crevier, DuHamel was left to deal with a pack of hungry wolves. Wilson, Bowman and Pegram all wanted a piece of DuHamel, and it was Wilson who got it first. The Kinko's Kawasaki rider outbraked

DuHamel in turn seven on the 11th lap, and like Crevier, immediately opened up a small lead.

Pegram was next to hound DuHamel. The dirt tracker had suffered a terrible start initially, but was more fortunate when the race was stopped and restarted.

"I felt good, real good," said Pegram, whose Erion Honda was fitted with Dunlop tires, rather than the team's usual Bridgestones. "I'm a lot more confident on the Dunlops."

At team sponsor Bridgestone's request, Pegram's Honda CBR600F3 was also fitted with a set of plain white body panels, as the painted body work sports several Bridgestone logos.

While Pegram chased after DuHamel, both riders suddenly found themselves bumped up a spot when Wilson suddenly slowed with gearbox trouble. Unable to race at full speed, Wilson held on to salvage an eventual seventh-place finish.

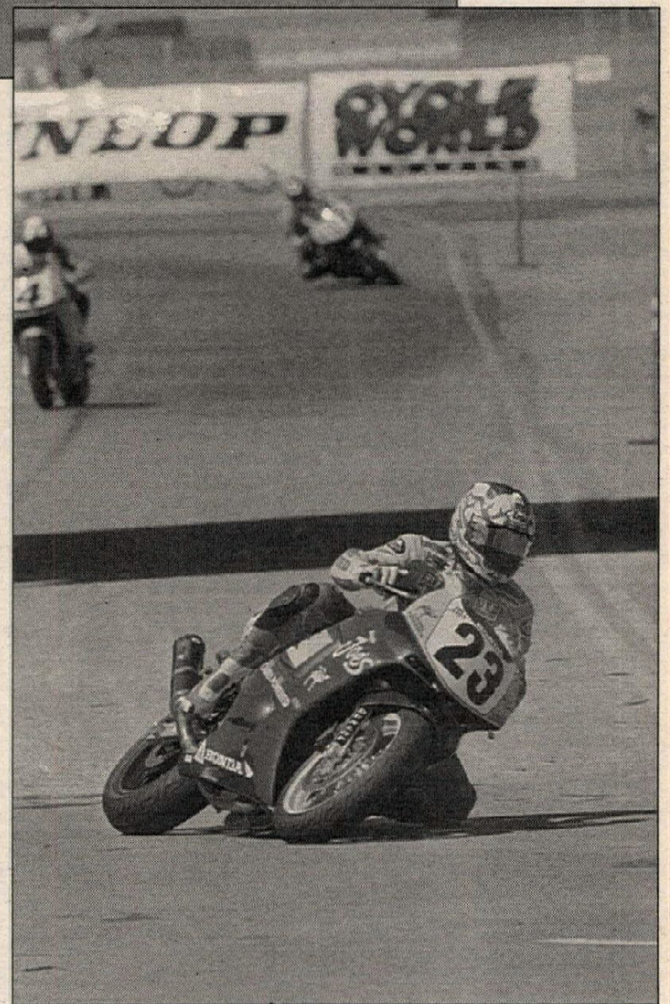
Pegram made his move on lap 16, outbraking DuHamel as they raced down the back straight and into turn seven. But unlike Crevier and Wilson had done, Pegram was unable to break free of DuHamel, and the two stayed linked together until the last lap.

On the white-flag lap, Pegram began to look back repeatedly at DuHamel.

"He kept looking back over and over again," joked DuHamel. "I felt like waving and saying, 'Yes, Larry, I'm still back here.' Maybe he got a cramp in his neck or something?"

As they raced into turn 10 for the last time, Pegram deviated from his usual wide line and instead opted to ride the brakes hard and protect the inside.

"I knew that he would try to go under me, so I went in real hard on the



brakes to block the inside," said Pegram. "The front end just went out from under me when I hit some little bumps in the corners."

"I knew Larry was a dirt tracker, and that he'd go low to block me," said DuHamel. "I was going to go under him in the last turn, but when I saw him go low I decided to go high. Then he fell and I went outside him as he crashed."

Fourth went to a distant Turkington aboard his Endo High Speed Gear-backed Kawasaki, while Bowman, Hikaru Miyagi and Wilson rounded out the top seven.

Pomona Fairplex
Pomona, California
Results: April 2, 1995

HP4 600cc SUPERSPORT: 1. Mike Hale (Hon); 2. Steve Crevier (Kaw); 3. Miguel DuHamel (Hon); 4. Britt Turkington (Kaw); 5. Jamie Bowman (Hon); 6. Hikaru Miyagi (Hon); 7. Thomas Wilson (Kaw); 8. Rick Kirk (Hon); 9. Takahito Mori (Hon); 10. Gerald Rothman Jr. (Hon); 11. Michael Barnes (Hon); 12. James Randolph (Kaw); 13. Todd Harrington (Kaw); 14. Brian Parriott (Hon); 15. Dale Keiffer (Hon); 16. Robert Wright (Hon); 17. Michael Taylor (Kaw); 18. Shane Turpin (Kaw); 19. J.

ROAD RACE

AMA National Championship Road Race Series

Round 2: Pomona Fairplex

(Hon); 23. Marcus Hubbard (Hon); 24. Chris Taylor (Hon); 25. Larry Pasquale (Hon); 26. Harold Winkles (Hon); 27. John Stanley (Yam); 28. Thomas Montano (Yam); 29. Akiharu Shigeno (Hon); 30. Pascal Picotte (Kaw); 31. Owen Weichel (Kaw); 32. Dale Whelan (Hon); 33. Ronnie Johnson Jr. (Hon).

Time: None due to restart.

Distance: 23 laps, 48.3 miles.

Margin of victory: 5.222 sec.

Average speed: None due to restart.

HP4 AMA 600cc SUPERSPORT CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 10 rounds): 1. (TIE) Mike Hale/Miguel DuHamel (65/1 win each); 3. Steve Crevier (60); 4. Jamie Bowman (49); 5. Britt Turkington (45); 6. Hikaru Miyagi (44); 7. (TIE) Michael Barnes/Todd Harrington (42); 9. Thomas Wilson (39); 10. Rick Kirk (34); 11. Shane Turpin (33); 12. John Kocinski (32); 13. Brian Parriott (30); 14. Doug Polen (25); 15. Takahito Mori (22); 16. Gerald Rothman Jr. (21); 17. James Randolph (19); 18. Dave Estok (18); 19. (TIE) Dale Keiffer/Lindsay Clarke (16).

Upcoming Rounds:

Round 3 - Monterey, CA, April 30

Round 4 - Lexington, OH, June 4

AMA 250cc Grand Prix Series

Same ol', same ol'

By Donn Maeda
Photo by Kinney Jones

POMONA, CA, APR. 2

Dirt track has Scott Parker. Supercross has Jeremy McGrath. Trials has Jordi Tarres.

But what about AMA 250cc GP road racing? Well, he may not be as well-known as the other three riders, but Rich Oliver is certainly no less dominant of his domain. These days, mechanical gremlins seem to be the only foes that can keep Oliver from winning aboard his Oliver Racing Yamaha TZ250, and there was surely no sign of those pesky fellows at the Pomona Fairplex.

For the 17th time in his career, Oliver raced home victorious as he continues to close in on the all-time 250cc GP National win record of 20, held by Jimmy Filice. "One step closer. It's coming," said Oliver, after scoring another runaway win. "I'm sorry if I made it boring, but I have to try as hard as I can."

From the very start there was little doubt that Oliver would be the winner, and most of the drama was centered around the rest of the 30-rider field. Who would finish second?

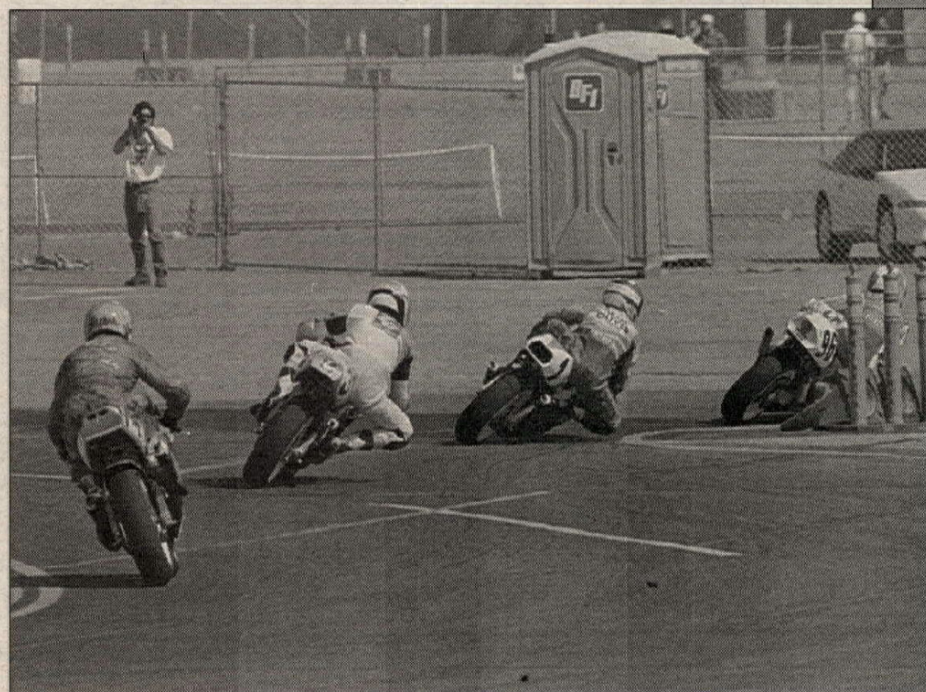
Team Zero Gravity's Nick Ienatsch took control of the runner-up position on the second lap and managed to stay close to Oliver for much of the race, but would eventually lose 13 seconds to the winner. Nevertheless, Ienatsch held an iron grip on second, resisting the relentless pressure applied by Southwest Motorsports' Christopher Rankin and veteran Randy Renfrow. The two riders dogged Ienatsch for most of the race, but found each and every one of their pass attempts thwarted. Rankin finished third, while Renfrow crashed back to fifth on the last lap.

With two rounds completed in the '95 series, Oliver boasts a perfect 70-point score. After watching him win the opening round at Daytona International Speedway in equally convincing fashion, one would assume that winning all 10 rounds is not an unrealistic goal. Ienatsch sits second in the championship with 60, while Renfrow is third with 56.

Oliver sat on the pole at the start of the race, earning his position by virtue of his Saturday heat-race win. Team Honda's Takahito Mori won the other heat race and looked to be Oliver's biggest challenger, but the Japanese rider threw his chances away on the warmup lap. Known for his on-the-edge riding style, Mori lived up to his reputation when he grabbed a handful of

throttle on the warmup lap and was high-sided from his Honda RS250. Though he was uninjured, his bike was too badly damaged to continue.

"I feel sorry for the team mechanic, the team owner and all the other employees," said Mori. "It was my mis-



take. I crashed in turn three, high-side. Tires were warm enough, I just made a mistake. It was my fault." Mori's damaged Honda was hidden under a quilt.

Renfrow had the quickest reactions at the start and led Ienatsch and Oliver through turn one, but it wasn't long before Oliver pulled out his bag of tricks. Within a distance of 300 feet, Oliver weaved inside, then out, in the far bridge turn and swooped past not only Ienatsch, but Renfrow as well.

So much for an interesting race.

Once out front, Oliver set sail and left the rest to argue over the scraps. Renfrow held on to second for nearly two laps, but Ienatsch sneaked under him in turn 10 on lap two to take over the runner-up spot. With that, Ienatsch actually matched Oliver's pace for a few laps, even though he was some 30 bike lengths behind.

"It was a little weird to keep up with Rich," said Ienatsch.

No worries, Oliver dropped the hammer soon after and had established a commanding 11-second lead by the 11th lap.

"It was actually a lot harder than it looked," said Oliver. "Sometimes it gets boring out front and it's hard to keep your concentration."

Oliver proved that point on lap 13 when he took an off-track excursion in turn 10, missing the corner and riding across the thin strip of grass that was laid down on the outside of the track. Oliver maintained his composure, and re-entered the track without losing any time.

"I went riding past the Cycle World suite, waiting for someone to stick out a Diet Pepsi," he joked. "Actually, I was laughing to myself for about two laps after that, thinking how cool it was gonna look on television."

When the checkered flag flew, Oliver was 15 seconds clear of Ienatsch.

Ienatsch enjoyed a comfortable four-second margin over Rankin and Renfrow, but it had not been that way throughout most of the 23-lap race. Renfrow shadowed the racing journalist until the 15th lap, but he charged into turn seven too hot and went a bit wide, allowing Rankin to sneak past. Renfrow recovered quickly and reeled Rankin

(Right) Rich Oliver continued his winning ways in the 250cc Grand Prix class at Pomona. (Below) Randy Renfrow led Oliver into the first few corners of the 250cc final, but Oliver soon took over and was never headed again.



AMA 750cc Supersport Series

Merkel falls, Kipp wins

By Paul Carruthers
Photos by Kinney Jones

POMONA, CA, APR. 1

April Fools' Day was a lot kinder to Tom Kipp than it was to Fred Merkel. Both encountered front-end slides on consecutive laps in turn seven at the Pomona Fairplex today, but while Merkel crashed, Kipp did not, and that was the difference in the race.

Just when it appeared that Merkel had made a clean break over his Vance & Hines Yamaha-mounted rival, the Northern Californian crashed his Yoshimura Suzuki GSXR750 in turn seven, only a lap after Kipp had nearly done the same thing in the same corner. Kipp, though, managed to save his front-end slide with a hard push from his right knee and he was there to see Merkel's crash on the fourth lap.

"I was surprised he (Merkel) was pushing it that hard," Kipp said later. "I did the same thing the lap before, but I was able to push it back up. I was surprised to see him on the ground."

With Kipp riding off into the distance, Merkel was able to remount his GSXR sans right footpeg - and carry on. He came from outside of the top 20 to an impressive sixth place at the finish, making sure that the championship fight will continue.

After a furious battle between Kinko's Kawasaki teammates Thomas Wilson and James Randolph, it was Wilson who secured the second spot on the rostrum. Randolph held on to finish third, well clear of EMBSCO Media's Mark McDaniel and Erion Racing's Michael Barnes.

Kipp's victory gives him the championship points lead over Daytona winner Merkel, 67-60, after two rounds. Wilson is third with 57 points, just one point ahead of McDaniel and three ahead of Randolph.

The race began with Merkel leading the way from pole position. Surprisingly, though, it was Kipp who was second - despite starting from the second row.

"I knew I had to get off the line quick," Kipp said later. "I timed the flag just about right and I almost had the holeshot. Fred (Merkel) just snuck it back underneath."

So the stage was set: Merkel vs. Kipp. Suzuki vs. Yamaha. But Merkel didn't want any part of it, and he was successful in scampering away from his rival. He led by 1.4 seconds at the end of the third lap - but it all came unraveled when he got to turn seven.

back in, and the stage was set for the dramatic final laps.

"Randy Renfrow is an intimidating guy to have behind you," said Rankin. "Considering his background, it was really something to be racing with him. After about six or seven laps, I realized that he wasn't pulling away from me, so I just rode hard and tried to pressure him. He went wide in turn seven and I snuck under him."

In the dash to the finish, lappers allowed Rankin to pull away from Renfrow momentarily, but the veteran was on his tail as they raced down the back straight for the last time. Renfrow kept his Aprilia pinned and dived into turn seven harder than he had all race long, but it proved to be a bit too hard as he lost the front end and skidded to a stop just before the gravel trap.

"I was hoping to outbrake him on the last lap, but I went in too hot," said Renfrow, who was unhurt in the spill.

Renfrow was up on his feet quickly, and managed to restart his bike in time to finish fifth, losing only one position to Brothers Honda Yamaha rider Mike Sullivan.

Pomona Fairplex Pomona, California Results: April 2, 1995

250cc GRAND PRIX: 1. Rich Oliver (Yam); 2. Nick Ienatsch (Yam); 3. Christopher Rankin (Yam); 4. Mike Sullivan (Yam); 5. Randy Renfrow (Apr); 6. Mark Foster (Yam); 7. Jason Paden (Yam); 8. Jeff Vos (Apr); 9. Bobby Keith (Yam); 10. Geep Terranova (Yam); 11. Roland Sands (Yam); 12. Greg Esser (Yam); 13. Bruce Lind (Yam); 14. Don Grijalva (Yam); 15. Kim Nakashima (Yam); 16. Dave Avery (Yam); 17. Jeff Ortlip (Yam); 18. Kevin Johnson (W-R); 19. Clinton Whitehouse (Yam); 20. Chuck Sorenson (Yam); 21. Frank Aragaki (Yam); 22. Christopher Thomas (Yam); 23. Philip Snowden (Hon); 24. Joe Skrocki (Yam); 25. Ed Sorbo (Yam); 26. Andy Edwards (Yam); 27. Richard Padilla (Hon); 28. Derek King (Hon); 29. Takahito Mori (Hon); 30. Richard Snowden (Hon).

Time: 33 min., 30.593 sec.

Distance: 23 laps, 48.3 miles.

Margin of victory: 12.633 sec.

Average speed: 86.482 mph.

250cc GRAND PRIX CHAMPIONSHIP POINT STANDINGS (After 2 of 10 rounds): 1. Rich Oliver (70/2 wins); 2. Nick Ienatsch (60); 3. Randy Renfrow (56); 4. Mike Sullivan (46); 5. (TIE) Greg Esser/Chuck Sorenson (43); 7. Jeff Vos (38); 8. Christopher Rankin (31); 9. Roland Sands (29); 10. Takahito Mori (28); 11. Mark Foster (25); 12. Jason Paden (24); 13. Bobby Keith (22); 14. Geep Terranova (21); 15. John France (20); 16. William Himmelsbach (19); 17. Bruce Lind (18); 18. Don Grijalva (17); 19. (TIE) Kim Nakashima/John Sharrard (16).

Upcoming Rounds:

Round 3 - Monterey, CA, April 30

Round 4 - Lexington, OH, June 4

"It felt really good," Merkel said. "It was just go, go. I wasn't using my brain. I should have sat behind him and then split later. It was just a silly mistake. Fortunately, the brake lever didn't break off. The right footpeg was gone, so I just hot-footed it on the pipe for the rest of the race."

With Merkel picking up the bike way back in the pack, Kipp was free and clear. Though he was pushed throughout, he never led by less than three seconds and barring a mistake there was never any doubt about this one.

"They kept the pressure on me the whole race," Kipp said. "It got to three seconds, but it was no cakewalk at all. We made some pretty big changes and I was concentrating more on figuring out how I had to ride it to get the most out of it."

Initially, it was Randolph who seemed secure in second place. But his teammate Wilson was on the move, charging from seventh at the end of the first lap to third at the end of eight laps - after disposing of Erion Racing's Barnes, who was putting in a spirited ride on the Bridgestone-shod Honda CBR600F3.

Once he moved into third, Wilson sat on his teammate's rear fender until passing him on the 16th of 23 laps. Randolph in turn was balked by lapped riders, giving Wilson some short-lived breathing room. By the end of the race, Randolph was back for more and he chased Wilson till the bitter end, coming up just short at the finish line.

"I missed a gear going into the chicane one lap and he went by," Randolph said. "I was hanging with him, but he was riding really good. He passed traffic right before the turns and I got stuck behind one guy bad in the carousel. I managed to close back in, but..."

For Wilson the second place was the crown jewel of a pretty good week. The Ohioan's wife, Lynn, delivered a baby boy, Jordan, on Monday, March 27, just a few days before the Pomona event.

"I never focused on Tom whatsoever," Wilson admitted. "It took me awhile to get past James (Randolph) and I didn't realize I was in second until I saw Tom. I just tried to maintain what I had."

McDaniel eventually broke free from the battle for fourth, taking the position for the first time on the 18th lap and holding his ground to the finish. Barnes slipped from his original spot near the top to take fifth, an impressive effort for the 600cc-mounted rider. Merkel regrouped to finish sixth, clear of Gerald Rothman Jr. and Hikaru Miyagi. Valvoline Suzuki's David Stanton rounded out the top 10 finishers.

Pomona Fairplex Pomona, California Results: April 1, 1995

750cc SUPERSPORT: 1. Tom Kipp (Yam); 2. Thomas Wilson (Kaw); 3. James Randolph (Kaw); 4. Mark McDaniel (Suz); 5. Michael Barnes (Hon); 6. Fred Merkel (Suz); 7. Gerald Rothman Jr. (Suz); 8. Todd Harrington (Kaw); 9. Hikaru Miyagi (Hon); 10. David Stanton (Suz); 11. Fritz Kling (Yam); 12. Mark Miller (Kaw); 13. Tommy Lynch (Suz); 14. Dale Keiffer (Hon); 15. Jason Smandych (Suz); 16. Glenn Filshie (Suz); 17. David Roy (Kaw); 18. Dennie Burke (Suz); 19. Ben Welch (Yam); 20. Mike Krynock (Kaw); 21. Matt Cucmano (Suz); 22. Lee Brown (Hon); 23. Jim Lester (Yam); 24. Akiharu Shigeno (Hon); 25. Lorne Banks (Kaw); 26. John Ferdinand (Kaw); 27. Murray Cliff (Kaw); 28. Anthony Lupo (Yam); 29. Robert Wright (Hon); 30. Shane Turpin (Kaw).

Time: 34 min., 14.778 sec.

Distance: 23 laps, 48.3 miles.

Average speed: 84.662 mph.

Margin of victory: 4.114 sec.

AMA 750cc SUPERSPORT CHAMPIONSHIP STANDINGS (After 2 of 10 rounds): 1. Tom Kipp (67/1 win); 2. Fred Merkel (60/1); 3. Thomas Wilson (57); 4. Mark McDaniel (56); 5. James Randolph (54); 6. Gerald Rothman Jr. (46); 7. Fritz Kling (33); 8. Donald Jacks (30); 9. David Stanton (28); 10. (TIE) Michael Barnes/Jim Leslie (26); 12. Mark Miller (24); 13. (TIE) Shane Turpin/Todd Harrington (23); 15. Hikaru Miyagi (22); 16. (TIE) Seth Hahn/Ben Welch (19); 18. David McGrath/Tommy Lynch/Robert Wright (18).

Upcoming Rounds:

Round 3 - Monterey, CA, April 30

Round 4 - Lexington, OH, June 4



AMA SuperTwins Championship Series

Estok hog wild

By Donn Maeda
Photo by Kinney Jones

POMONA, CA, APR. 2

From the moment David Estok took to the Pomona Fairplex race track, he knew it suited his style. Last year, the makeshift track was the center of a huge controversy, and though it underwent many improvements for this year's event, many riders still complained of its rough conditions.

But not Estok.

"Nah, the bumps don't really bother me," said Estok after qualifying second-fastest aboard his Woody Kyle Racing-tuned Harley-Davidson 883. "I just want to go racing."

Multi-time Twinsports National Champion Scott Zampach led Estok for the first five laps of the 12-lap event, but it was obvious from the start that Estok was the man on the move. The Daytona Beach, Florida, rider powered past his more experienced rival and was never challenged for the lead, scoring his first-ever National win in convincing fashion. Zampach would eventually pull off the track with an engine failure, leaving second to the reigning SuperTwins Champion Shawn Higbee. Third went to Modesto Harley-Davidson's Matt Wait.

Thanks to Zampach's demise, Estok also took control of the series point lead and sits atop the field with a 67-point total. Wait is second with 58. Higbee sits 13th with 32.

Sitting on the pole after turning in the fastest qualifying time was SuperTwins newcomer Ben Bostrom. The Bartels' Harley-Davidson-sponsored Northern Californian was only one of many dirt trackers who filled the grid, as the SuperTwins series has become a popular training ground for dirt trackers making the switch to road racing. Amongst the dirt trackers on hand were both Bostrom brothers, Ben and Eric, Matt Wait, Jeff Eklund, Joe Winston III, and of course - three-time Grand National Champion Jay Springsteen.

Though Ben Bostrom sat on the pole at the start, all was not perfect for the 1993 Grand National Championship Series Rookie of the Year. "I crashed in the morning practice session," said Bostrom. "I ground a couple of my fingers down pretty bad. They won't stop bleeding."

Still, Bostrom lined up for the race

with his race face and a heavily bandaged hand. Zampach had the quickest reactions and led Bostrom, Estok, Higbee and Wait through the first few turns. Estok wasted little time and sneaked past Bostrom for second on lap two, and as it turned out - made the pass just in time. Bostrom's 883 sprung a leak on the second lap and began to leak oil onto his rear tire, the track, and his pursuers' face shields.

"After I crashed, they had to pull off the primary cover," said Bostrom later. "We think that the primary-cover gasket was torn or something. Oil started spraying on my rear tire and I was slipping everywhere."

Because he was right behind Bostrom, Higbee got the worst of the spray.

"All of a sudden, my face shield was covered," said Higbee. "The track got real slick, too, so we had to be careful until the oil blew away."

Bostrom immediately began to slow, and would finish an eventual 13th.

Meanwhile, Zampach continued to lead Estok in the battle for the point position, and it looked as if the latter was superior in the braking department. Entering turn seven, Estok would close to within inches of Zampach's rear fender. Surprisingly, Estok's pass for the lead came not entering a corner, but powering out of one.

"I got a real good drive out of the bus stop corner, and just went by Scott," said Estok. "Once I got in front I really put my head down for a couple laps and tried to get away. A few laps later, I looked back and saw that I had a lead. Scott was gone."

Gone, indeed. Zampach coasted to a stop shortly after being passed by Estok, becoming one of the eight riders whose machines had failed them.

With Zampach's demise, Higbee inherited second, and would ride a relatively uneventful race to the finish. Wait, meanwhile, had his hands full with a hard-charging Mario DuHamel. The two riders swapped third back and forth several times before Wait eventually gained control of the position for good.

"It felt like my tires were completely

gone," said Wait. "Someone was blowing oil all over the place, and I was sliding all over the place. I'm still hurting a little bit from the shoulder I separated in Daytona."

Estok greeted the checkered flag with 10 bike lengths to spare over Higbee, who in turn enjoyed a sizable cushion over Wait. DuHamel dropped off the pace toward the end of the race, finishing some 35 bike lengths behind Wait. Andy Fenwick, Eric Bostrom and Owen Weichel rounded out the top seven.

Springsteen battled throughout the race with Matthew Guidera for eighth, but was ninth as he crossed the finish line. Still, such a finish couldn't faze the



popular dirt tracker, who scored his 41st Grand National win at the previous evening's half mile National.

"Man, it was slicker than snot out there," said Springsteen. "To tell you the truth, I was out there thinking about my win last night." **CN**

Pomona Fairplex Pomona, California Results: April 2, 1995

SUPERTWINS NATIONAL: 1. David Estok; 2. Shawn Higbee; 3. Matt Wait; 4. Mario DuHamel; 5. Andy Fenwick; 6. Eric Bostrom; 7. Owen Weichel; 8. Matthew Guidera; 9. Jay Springsteen; 10. Randy Texter; 11. Jody Hendley; 12. Alan Eadie; 13. Ben Bostrom; 14. Pete Demas; 15. Jim Whitaker; 16. Scott Zampach; 17. Jeff Eklund; 18. Billy Graef; 19. Jerry Casciero; 20. Dean Mizdal; 21. Joseph Winston III; 22. Ron McGill; 23. Brian Kohl.

Time: 19 min., 4.205 sec.

Distance: 12 laps, 25.2 miles.

Margin of victory: 0.798 sec.

Average speed: 79.286 mph.

SUPERTWINS CHAMPIONSHIP POINT STANDINGS (After 2 of 10 rounds): 1. David Estok (67/1 win); 2. Matt Wait (58); 3. Andy Fenwick (52); 4. Scott Zampach (50/1); 5. Eric Bostrom (50); 6. Matthew Guidera (44); 7. Billy Graef (43); 8. Jay Springsteen (42); 9. Randy Texter (38); 10. Jeff Eklund (37); 11. Mario DuHamel (36); 12. Owen Weichel (35); 13. Shawn Higbee (32); 14. (TIE) Jim Leslie/Alan Eadie (22); 16. Brian Kohl (21); 17. (TIE) Jim Whitaker/Jody Henley (20); 19. (TIE) Ben Bostrom/Steve Blackburn (18).

Upcoming Rounds:

Round 3 - Monterey, CA, April 30

Round 4 - Lexington, OH, June 4

SuperTeams Endurance Series

Revenge

By Donn Maeda
Photo by Kinney Jones

POMONA, CA, APR. 1

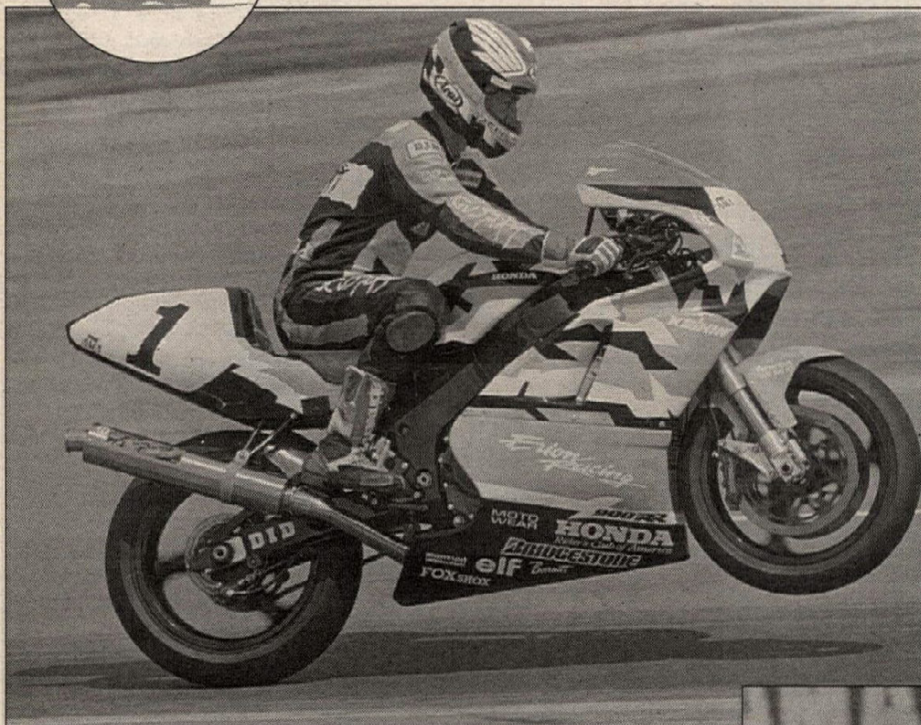
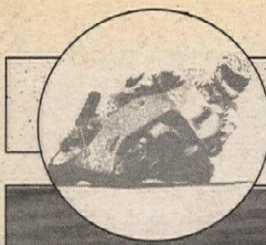
Erion Racing arrived at the Pomona Fairplex and Exposition Center with a point to prove. After making a less-than-spectacular 1995 debut at Daytona International Speedway one month earlier, the duo of Michael Barnes and Larry Pegram were anxious to show why their team's Honda CBR900RR carries the number-one plate. At Daytona, Pegram crashed early in the race and the team found themselves able to only salvage a 14th-place finish by the time the checkered flag came out.

"We had some trouble with the tires

ROAD RACE

AMA National Championship Road Race Series

Round 2: Pomona Fairplex



at Daytona," said Pegram. "But we should be able to spank 'em today."

And spank 'em they did. Barnes was miffed by Dutchman Racing's Nick Ienatsch on the Le Mans-style start, but took control of the lead within one lap and quickly established a commanding lead that the team would never relinquish. Dutchman Racing held a firm grip on second throughout most of the race, but the hard-charging Cycle Motion Racing team was able to nip them for the runner-up position by the race's end.

In winning, Erion Racing gained two positions in the series point standings and now sits in fifth. Dutchman Racing, winners of the Daytona series opener, maintains the lead with 65, three points better than Cycle Motion Racing. Fastline Racing and Keystone/Northstar Racing - fourth and sixth, respectively, at Pomona - hold down third and fourth with 60 and 54. Erion Racing has 52.

A full field of 21 entries filled the grid at the start of the 60-minute race, and it was Ienatsch who had the fastest set of legs when the start signal was given. Ienatsch hopped aboard the Dutchman Racing Yamaha FZR1000 and led Erion's Barnes and Cycle Motion Racing's David Deveau through the first few turns and the trio immediately began to pull away from the rest. Mark Miller Racing, Anderson/Dynamic Racing and the Lee's Killer Bees team battled over fourth.

Barnes charged hard down the back straightaway and was able to dive under Ienatsch and steal the lead in turn seven on the opening lap. Once into the point position, Barnes put his head down and methodically added to the team's lead.

"Everything was spot-on today," said Barnes. "My right wrist was killing me, though. I broke it twice last year, and it was really sore when I had to brake in left-handers. I just tried to get through the lappers as efficiently as possible and hand off as big a lead as possible to Larry."

Barnes pulled out a commanding 23 seconds on the field by the time he pitted at the 36-minute mark, and Pegram had more than enough time to hop aboard and take to the track still in the lead. Pegram rode smoothly and just fast enough to maintain the team's control of the lead.

"Michael handed me such a big lead, all I had to do was go out and ride," said Pegram. "I went fast for the first few laps, just to make sure that we

(Above) Larry Pegram and Michael Barnes combined to give Erion Racing the victory in the SuperTeams race. (Right) Rodney Fee (32) passed Takahito Mori (82) in the last turn to win the inaugural round of the 125cc GP Series.

maintained our lead, but I really eased up toward the end. There was no sense in trying to go fast and risk crashing when we had such a big cushion."

While Barnes and Pegram enjoyed relatively smooth sailing out front, the battle behind them for second was intense. After being passed by Barnes on the opening lap, Ienatsch found himself demoted to third on lap two when Deveau also raced past.

"I went a little wide in turn seven and he went right under me," said Ienatsch, who also competes in the 250cc GP class. "Being used to my 250, it always takes me a few laps to get going on the 1000. I'm used to a much tighter-handling chassis. The bike is definitely a handful. There's a lot of speed and a lot of weight involved."

It may have taken Ienatsch more than a "few" laps to really get going, but by the 20-minute mark the Sport Rider editor was flying. Deveau had managed to pull out a four-second lead over Ienatsch at one point, but that was reduced to nothing before the halfway point. Ienatsch sneaked past Deveau and took control of second on the 18th lap, then raced into the pits to hand off to his Dutchman teammate Fritz Kling.

The pit stop allowed Cycle Motion to momentarily regain control of second, but when Deveau pitted two laps later to hand off to teammate Mark McDaniel, they dropped back into third. McDaniel, however, took to the track only milliseconds after Kling raced past pit row. Though the victory clearly belonged to Barnes and Pegram, second was still within reach for McDaniel and Deveau.

"I was getting pretty tired out there," admitted Deveau. "I crashed earlier in the day in the 750cc Supersport race, and my back and side were starting to tighten up."

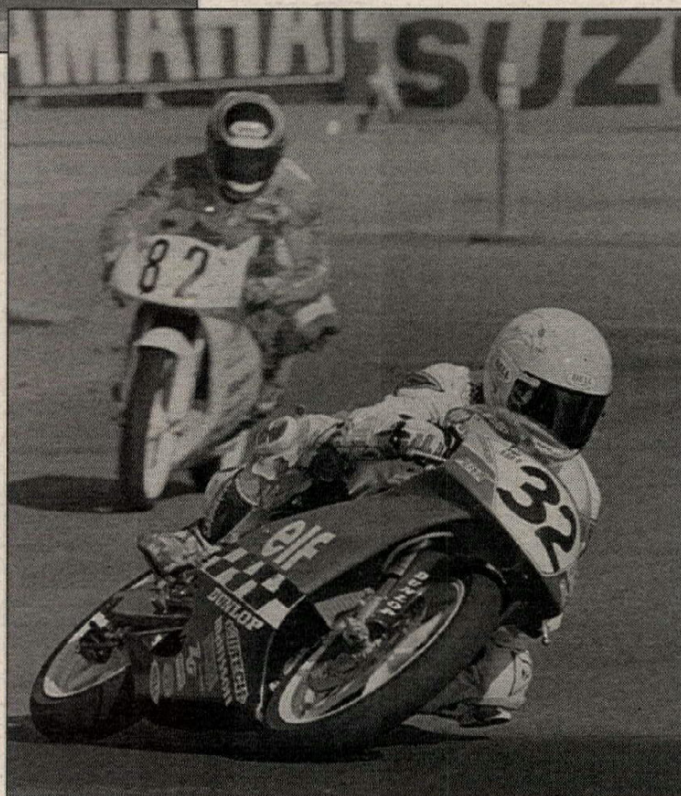
McDaniel set a torrid pace and began to knock on Kling's back door.

"The front brakes started to fade," said Kling. "Actually, it wasn't so much the brakes, it was the lever - it kept coming in closer and closer to the bars. I figured that getting to the finish in one piece was more important than risking a crash trying to hold on to second."

McDaniel motored past at the 50-minute mark, and with that, the top three positions were set.

"I was pretty tired, and I didn't know if I could catch up," said McDaniel. "But I knew that Fritz would be beat too; he also raced the 750cc Supersport race. I ended up passing him on the back straight. Our bike was a lot faster than theirs."

Kling held on to finish third, well



ahead of the fourth-placed Fastline Racing Kawasaki of Jeff Stern and Britt Turkington. Don Canet and Hikaru Miyagi teamed up to bring the Action Speed Racing entry home in fifth. Erion Racing, Cycle Motion Racing and Dutchman Racing were the only teams to complete 40 laps.

Pomona Fairplex Pomona, California Results: April 1, 1995

SUPERTEAMS NATIONAL: 1. Erion Racing (Hon); 2. Cycle Motion Racing (Suz); 3. Dutchman Racing (Yam); 4. Fastline Racing (Kaw); 5. Action Speed Racing (Hon); 6. Keystone/Northstar Racing (Yam); 7. Mark Miller Racing (Kaw); 8. Dats Racing (Suz); 9. Blackhawk Racing (Yam); 10. Anderson Dynamic Racing (Yam); 11. Barnett Racing (Hon); 12. Atomic Racing (Suz); 13. TVR Racing (Hon); 14. Team Serna Suzuki (Suz); 15. Team Fossil Endurance (Suz); 16. Team Hostile Aggravation Apparel (Hon); 17. Grand Prix Apparel (Yam); 18. Hostile Racing (Suz); 19. Lee's Killer Bees (Suz); 20. HI Racing (Hon); 21. Miller Genuine Draft (Kaw).

Time: 60 min., 28.408 sec.
Distance: 40 laps, 84 miles.
Margin of victory: 2.532 sec.

Average speed: 83.342 mph.

SUPERTEAMS CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 10 rounds): 1. Dutchman Racing (65/1 win); 2. Cycle Motion Racing (62); 3. Fastline Racing (60); 4. Keystone/Northstar Racing (54); 5. Erion Racing (52/1); 6. Mark Miller Racing (49); 7. Dats Racing (37); 8. Grand Prix Apparel SuperTeam (35); 9. Anderson/Dynamic Racing (34); 10. Miller Genuine Draft Racing (33); 11. Action Speed Racing (27); 12. Pegasus Motorsports (25); 13. Lee's Killer Bees (24); 14. Stanton Racing Industries/Blackhawk Racing (23); 16. Barnett Racing/Battley Cycles (21); 18. Atomic Racing (20); 19. Speed-Dial Racing/TVR Racing (19).

Upcoming Rounds:
Round 3 - Monterey, CA, April 30
Round 4 - Lexington, OH, June 4

AMA 125cc Grand Prix Series

Fee makes history

By Paul Carruthers
Photo by Kinney Jones

POMONA, CA, APR. 1

E If Team Kepla's Rodney Fee and Moto Liberty's Takahito Mori fought over a slice of history on their Honda RS125s at the Pomona Fairplex, with Fee ultimately going into the record books as the winner of the first AMA 125cc Grand Prix National in history.

But it wasn't easy. Fee and Mori attacked each other throughout the 12-lap race, with each taking a turn at leading the historic race. When push came to shove, however, it was Fee shooting past in the final corner to take the victory.

Third place went Team HMC-Hansen Racing's Billy Graef ahead of veteran Canadian Jon Cornwell on the Brampton Cycle/Hyd-Mech Saws Honda RS125. Terranova Painting's Geep Terranova filled the top five as Hondas dominated the opening round of the series.

The race began with Mori leading Randy Renfrow into the first corner. Fee was third, followed closely by Graef, who would fade to finish a lonely third.

Fee dived inside Renfrow in turn 11 on the third lap to take over second place, and a lap later Renfrow was gone, crashing out of the race in turn 10. "There was a lot of gravity and then there was no gravity," a smiling Renfrow said later.

That left the two up front to battle alone. Fee led laps four and five, but a near-crash gave Mori a cushion on the sixth lap. He quickly pulled back to within grasp of the Japanese rider's Honda and he followed until the final corner on the final lap.

"I screwed up one lap and almost high-sided," Fee explained. "It took me a couple of laps to get going again. I was a little scared after that, but I put my head down and I tried extra hard on the last lap. It was a tough race."

Mori was relatively pleased with second place: "I believe I could win," he said. "But Rodney too fast. My bike was faster, but he try braking maneuver and passed me on braking."

Despite being somewhat lonely in third place, Graef was thrilled and would be back for more: "I'm really excited," he said. "I'm going to do the whole series and I'm really looking forward to it."

Pomona Fairplex Pomona, California Results: April 1, 1995

125cc GRAND PRIX: 1. Rodney Fee (Hon); 2. Takahito Mori (Hon); 3. Billy Graef (Hon); 4. Jon Cornwell (Hon); 5. Geep Terranova (Hon); 6. Bruce Lind (Yam); 7. Craig Avery (Hon); 8. Kevin Murray (Hon); 9. Mike Mondo (Hon); 10. Troy Galloway (Hon); 11. Andre Castanoa (Hon); 12. Lee Parks (Hon); 13. Wesley Totsubo (Hon); 14. John Bowman (Hon); 15. Todd Bowman (Hon); 16. Maurice Daroy (Hon); 17. David Pare (Hon); 18. David Colbert (Hon); 19. Joji Tokumoto (Hon); 20. Roger Hamilton (Yam); 21. Graham Buck (Hon); 22. Warren Dunaway (Hon); 23. Vic Sibilla (Hon); 24. Joshua Frazzitta (Hon); 25. Chris Rogers (Yam); 26. Randy Renfrow (Apr); 27. Billy Dalu (Hon).

Time: 18 min., 13.614 sec.

Distance: 12 laps, 25.2 miles.

Average Speed: 82.954 mph.

Margin of victory: 0.026 seconds.

AMA 125cc GRAND PRIX CHAMPIONSHIP STANDINGS: (After 1 of 9 rounds): 1. Rodney Fee (35/1 win); 2. Takahito Mori (32); 3. Billy Graef (30); 4. Jon Cornwell (28); 5. Geep Terranova (26); 6. Bruce Lind (25); 7. Craig Avery (24); 8. Kevin Murray (23); 9. Mike Mondo (22); 10. Troy Galloway (21); 11. Andre Castanos (20); 12. Lee Parks (19); 13. Wesley Totsubo (18); 14. John Bowman (17); 15. Todd Bowman (16); 16. Maurice Daroy (15); 17. David Pare (14); 18. David Colbert (13); 19. Joji Tokumoto (12); 20. Roger Hamilton (11).

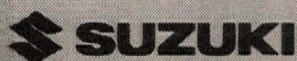
Upcoming Rounds:
Round 3 - Monterey, CA, April 30
Round 4 - Lexington, OH, June 4

MotoWorld®



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APRIL 1995 SCHEDULE ON ESPN

Original Show Telecast

Repeat Telecast

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Sunday 4/2	2:30-3:00am	&	Tuesday 4/4	4:00-4:30pm
Sunday 4/9	2:30-3:00am	&	Monday 4/10	3:00-3:30pm
Sunday 4/16	2:30-3:00am	&	Monday 4/17	5:00-5:30pm
Sunday 4/23	2:30-3:00am	&	Monday 4/24	5:00-5:30pm
Sunday 4/30	2:30-3:00am	&	Monday 5/1	4:00-4:30pm

PACIFIC TIME

Saturday 4/1	11:30-12:00am	&	Tuesday 4/4	1:00-1:30pm
Saturday 4/8	11:30-12:00am	&	Monday 4/10	12:00-12:30pm
Saturday 4/15	11:30-12:00am	&	Monday 4/17	2:00-2:30pm
Saturday 4/22	11:30-12:00am	&	Monday 4/24	2:00-2:30pm
Saturday 4/29	11:30-12:00am	&	Monday 5/1	1:00-1:30pm

APRIL 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Saturday 4/1	7:00-7:30am	Saturday 4/1	4:00-4:30am
Saturday 4/8	7:00-7:30am	Saturday 4/8	4:00-4:30am
Saturday 4/15	7:00-7:30am	Saturday 4/15	4:00-4:30am
Saturday 4/22	7:00-7:30am	Saturday 4/22	4:00-4:30am
Saturday 4/29	7:00-7:30am	Saturday 4/29	4:00-4:30am

Join hosts Bob Varsha and Art Eckman in April for all the action from L.A.'s motorcycle weekend, including competition in a wide open U.S. Superbike Series and Grand National Championship.

Ty Davis, currently leading three different racing series, takes time off to visit the set and discuss his most recent successes. MotoWorld's newest feature reporter, LeRoy Powell, introduces a couple of old-timers who insist on taking their bikes with them to their graves.

All this, plus McGrath's assault on the Supercross record book, coming this month on television's first motorcycle magazine series.

Ground zero: ESPN2. The sun beats down on the soiled brow of our hero, Jerry Bernardo, shooting the mud filled trenches of the Alligator Enduro.

Then word comes, kiss the loved ones goodbye, it's over the wall to main street Daytona. One last look at the sun and... "MY GOD! DON'T DRINK THE WATER!" shouts our hero, locked in the grip of a heat induced flashback. His mind slips into the cool jungles of Costa Rica, he sees Enduro star Kevin Hines and a never ending ride to—Oklahoma?

April on MotoWorld 2, tune in and see.

APRIL 1995 SCHEDULE ON ESPN2

Original Show Telecast

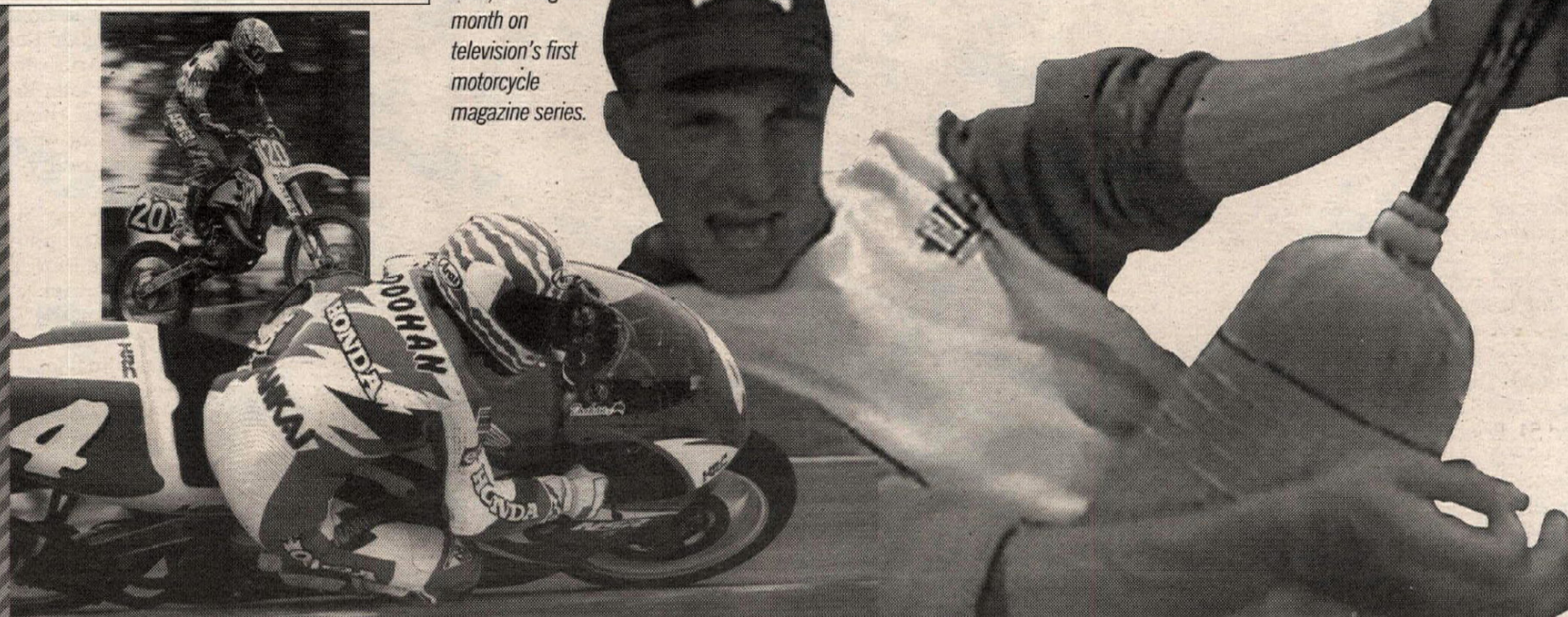
Repeat Telecast

EASTERN TIME

Sunday 4/2	5:30-6:00pm	&	Friday 4/7	2:00-2:30am
Sunday 4/16	5:30-6:00pm	&	Tuesday 4/18	2:30-3:00am
Sunday 4/30	5:00-5:30pm	&	Friday 5/5	2:00-2:30am

PACIFIC TIME

Sunday 4/2	2:30-3:00pm	&	Thursday 4/6	11:00-11:30pm
Sunday 4/16	2:30-3:00pm	&	Monday 4/17	11:30-12:00am
Sunday 4/30	2:00-2:30pm	&	Thursday 5/4	11:00-11:30pm



U.S. **Supercross** Series



APRIL 1995 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

Atlanta, GA	Tue 4/4	12:30-1:30am	&	Mon 4/3	9:30-10:30pm
Indianapolis, IN	Wed 4/12	1:00-2:00am	&	Tues 4/11	10:00-11:00pm
Houston, TX	Thu 4/20	8:30-9:30am	&	Thu 4/20	5:30-6:30pm

APRIL 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME

PACIFIC TIME

Orlando, FL	Thu 4/6	8:30-9:30pm	&	Thu 4/6	5:30-6:30pm
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AMA Motocross Series

COMING IN MAY!



World Grand Prix Series



APRIL 1995 SCHEDULE ON ESPN

EASTERN TIME

PACIFIC TIME

Australia GP	Fri 4/28	1:00-2:00am	&	Thu 4/27	10:00-11:00pm
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APRIL 1995 SCHEDULE ON ESPN 2

EASTERN TIME

PACIFIC TIME

Australia GP	Sun 4/9	8:30-9:30pm	&	Sun 4/9	5:30-6:30pm
Malaysia GP	Sun 4/16	11:00-12:00pm	&	Sun 4/16	8:00-9:00am

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NINE DOWN

When we ran our "Collect The Whole Set" ad back in January, we knew Jeremy McGrath and his Honda CR™250R were hot. After all, he'd already won the first three Supercross races of the season.

But here's an update: He's even hotter than we imagined. And as if seven first-place finishes in nine Supercrosses weren't enough, he even snuck in a big number one at the first 250 outdoor National of the year in Gainesville.

GAINESVILLE

1

The season's barely halfway over, and Supercross shows no sign of letting up. So keep an eye on that 1-800-COLLECT Fox Racing Honda, and keep your pencil sharpened. Because we've got a hunch that Jeremy's just going to make this a season you'll remember for a long, long time.

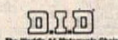
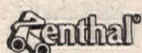
Nac Nac Nac — guess who's back? Three races, three first-place finishes. But hey, that's hardly a surprise with a rider like Jeremy McGrath, a bike like Honda's CR250R, and team sponsors like 1-800-COLLECT and Fox Racing.

So tear out this ad, and start keeping score. Because the question has never been who's the favorite pick for the 1995 Supercross Championship.

It's how many records he can break getting there.



GET TO GO.



ALWAYS WEAR A HELMET, EYE PROTECTION, AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT.

Obey the law, and read your owner's manual thoroughly. CR is a Honda trademark. Fox is a registered trademark of Fox Racing U.S.A. © 1995 American Honda Motor Co., Inc. (4/95)



DIRT TRACK
AMA Grand National Championship Series

Round 2: Pomona Fairplex



Jay Springsteen stunned dirt track fans by earning his 41st career Grand National victory in convincing fashion at the Pomona Half Mile. The National win was his first since 1985.

straightaways and tight turns place an emphasis on horsepower and rider stamina. But "Springer" appeared to have a good supply of both as he emerged from a four-rider battle at the head of the pack to assume the lead for good on the 11th lap. He then gamely fought off three other contenders - the always competitive Steve Morehead, reigning Grand National Champion Scott Parker, and fall Pomona Half Mile winner Will Davis - before putting his head down and pulling away to claim the win by nearly four seconds aboard his Bartels' Harley-Davidson-backed XR750.

In a clean sweep of sorts, Springsteen also took home a victory in the Harley-Davidson 883 National main event as well. He was not beaten on the race track all night.

Morehead parlayed his trademark consistency into a second-place finish. Though he never led a single lap of the National, the "Findlay Flyer" was in contention throughout the race. Morehead went at it hammer and tongs with Parker for third place before the 39-year-old Ohioan was able to shake the five-time champion and attempt to run down Springsteen. Morehead appeared to be almost as happy to finish second behind Springsteen as he would have if he had won the main event himself.

"Wasn't that great?" Morehead said of his fellow veteran's performance. "The two old guys ran 1-2. I tell you, when you can race with guys like Parker and Springsteen, it just doesn't get any better than that."

Parker, too, never led at any point in the National, but the factory Harley-Davidson rider never gave up trying. He spent most of the main event in fourth place, searching high and low for the traction that would propel him past Morehead and Davis for a shot at Springsteen. But the defending Grand National Champion had difficulty dealing with the slick track conditions, and only through a last-lap pass on the faltering Davis was Parker able to salvage the third and final spot on the history-making podium.

"Springer was the man, huh?" Parker said. "It was a good race. I was struggling a little bit. The track was a little drier than we were used to, but it was great to see Springer win. If I couldn't win it, then that's who I wanted to see win it."

Of the quartet at the front of the pack, Davis came out on the short end of the stick, finishing fourth. Despite having to borrow a Harley-Davidson XR750 from tuner Skip Eaken after blowing the engine on his A&R-backed Honda during practice, the personable North Carolinian wasted no time adapting to the new motorcycle, and he appeared well on the way to scoring his second Pomona Half Mile victory in as many tries. Davis grabbed the lead at the start of the main and was nearly unshakable for 10 laps until Springsteen came knocking. Davis' woes continued when he was forced to yield the runner-up spot to a hooked-up Morehead after an intense three-lap dice near midrace while Parker waited in the wings.

Davis then regained a measure of control while the top four spread out, but he made several mistakes that allowed Parker to capitalize and steal away third place on the last lap. Davis took one last shot at Parker just before

A sort of homecoming

By Scott Rousseau
Photos by Mitch Friedman and Kinney Jones

POMONA, CA, APR. 1

While the rest of the United States was preparing to set the clock ahead one hour on Saturday night in anticipation of daylight-savings time, none other than Jay Springsteen took a moment - 25 laps, to be exact - to turn it back, all the way to 1985.

That year marked the last time that the three-time Grand National Champion stood atop the victory podium, scoring his 40th Grand National Championship victory by narrowly defeating Gary Scott and Bubba Shobert at the Syracuse Mile.

It might as well have been yesterday, though, as the 37-year-old Springsteen displayed the same brilliance that carried him to victory almost 10 years ago when he powered to his 41st National

victory before 10,871 fans at the Pomona Half Mile, round two of the 1995 AMA Grand National Championship Series.

"It has been 10 years since my last National win," said an emotional Springsteen while on the podium after the 25-lap National. "I'm so happy right now that I don't know what to say."

The Pomona Fairplex five-eighth-mile oval may well be regarded as one of the more difficult places to win a Grand National event. Its long, mile-like

the checkered flag, but it was to no avail.

"Skip Eaken has always been real good to me, and he put me on a good horse," Davis said. "But the line I was using just started going away, then I messed up and Morehead caught me. The track was just getting so slick. Once Parker caught me I was definitely in charge mode, but he pulled a draft pass on me. I just came up short."

Loral Lake Racing's Ronnie Jones also played the role of a spoiler by sneaking up to snatch fifth place away from TCR-backed Kevin Atherton two laps from the finish.

With his 41st victory, Springsteen not only shook the dust of an untarnishable legend, but he further solidified his second-place status on the all-time Grand National win list. Parker remains on top with 60 wins, but Springsteen's 41 now place him two wins ahead of fellow three-time Grand National Champion Ricky Graham, who has tallied 39 victories. Springer has also assumed the GNC points lead over Brett Landes, 29-28.

HEATS

A surprisingly high 50 entries were divided into seven qualifying heats with the top six riders in each advancing to the regular heats in the program. Two more last-chance qualifiers filled out the four 10-lap heat rosters, and after a slight delay for some pre-race festivities, the first heat rolled to the line shortly after 8 p.m.

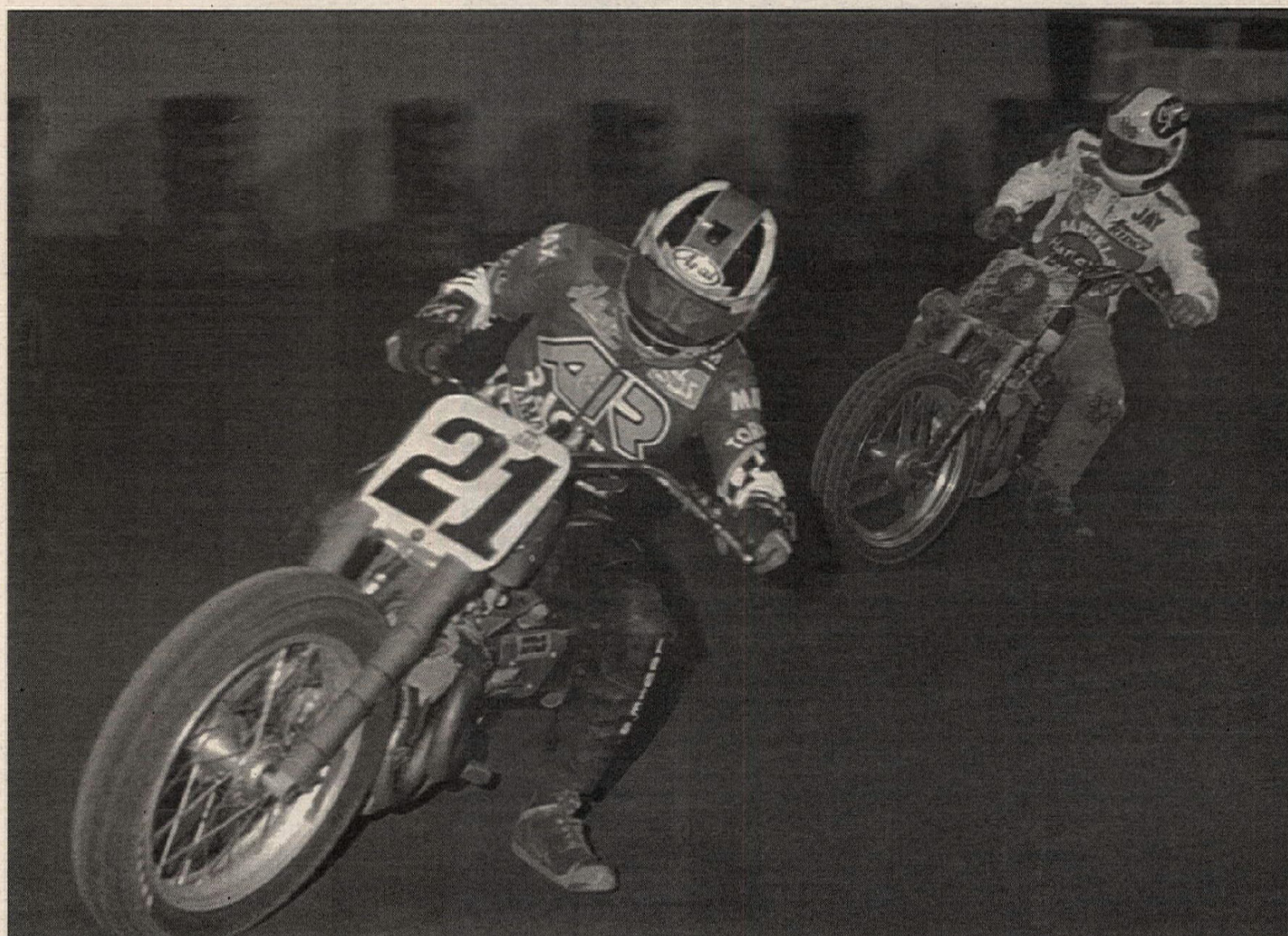
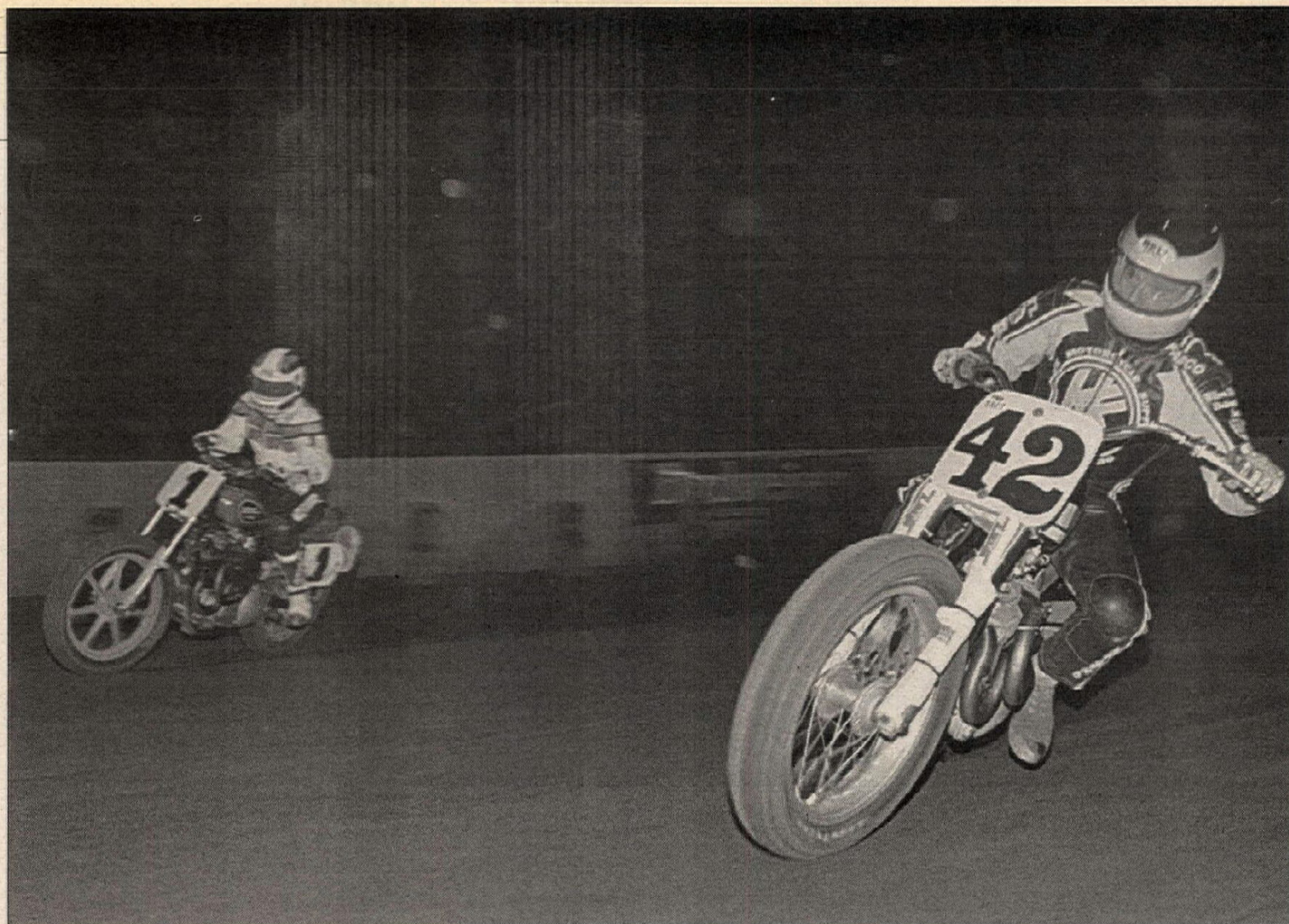
Davis got things started by leading Ronnie Jones and Rusty Rogers off the line. Davis cruised up front for the first five laps while Rogers and Jones went at it for the second transfer position. Rogers wasted no time slingshotting past Jones on the front straight but was only able to hold position on the wily Oklahoman for three laps before Jones found the drive off turn two to reclaim second place on lap six. Jones then started pressing Davis hard on lap seven and continued to take shots at him for the remainder of the heat - the best being a draft pass down the back straight on the last lap. But Davis had the juice to cut back under Jones off turn four and claim the win by 10 feet.

"Jones gave me a heck of a battle," Davis said.

An anxious Jess Roeder gained attention by jumping the start twice in heat two and was sent to the penalty line, but once underway, Atherton and Garvis Honda rider Rich King were the key principals. King stormed off the line, towing Atherton and Jeff Eklund, but Eklund quickly fell behind down the backstretch while Atherton closed up the gap on the leader going into turn three. King briefly opened up a couple bike-length margin until lap five when former factory Harley-Davidson teamster Atherton, easily reeled in King and then snatched the lead with a draft pass on the front straight on lap six. From there, Atherton simply checked out, leaving King alone in second until race's end. Afterward, Atherton said that he was merely playing a waiting game early in the heat.

"I knew that I could beat him (King)," Atherton said. "I just didn't want to do anything stupid and risk a crash or something that would cost me the transfer."

Rodney Farris crossed the start line too soon in heat three, and referee Bruce Bober ordered him back to the penalty line. When the green light flashed, Geo Roeder II appeared to have the advantage while Morehead appeared to be buried in the pack - which included Parker - off the line. But the eldest rider



on the circuit gave no quarter and quickly forced his way to the front of the field through turn one and down the back straight to lead the first lap over Parker and Roeder II. Morehead and Parker eased into the top two transfer spots almost immediately, and all that was left to settle was which rider would take the win. Just a few laps into the heat, Parker began toying with Morehead, waving to the veteran privateer as he drafted by down the back straight, and then just for a cheap, 110-mph thrill, tapping him on the elbow. Bad move. Morehead pulled the trigger and dropped low in turn four to dump Parker back to second for good on lap four, pulling out a six-length advantage at the wire.

"He just pissed me off and got me motivated," Morehead joked.

"We was just cruisin' down the back straight, and I got a good drive on him, so I thought I'd have a little fun with him by waving," Parker said. "He paid me back, though. He waved at me after he took the checkered flag."

Springsteen gave a preview of things to come by leading most of heat four. Even so, the former champ had to deal with some early-race pressure from a rather unexpected source, Kevin Varnes. The youngster put his Johnny Goad tuned, USC Racing-backed Honda RS750 by Springsteen briefly on lap three and then shadowed the veteran for nearly four laps before Springer was able to build a three-second lead on the final three circuits.

"I had a little higher line that I was ridin'," Springsteen said. "Then once

(Top) Steve Morehead (42) ran down on the pole while Scott Parker (1) experimented on the cushion. Morehead couldn't catch Springsteen and settled for second while Parker fell back to third. (Above) Will Davis (21) led nine of the first 10 laps in the National before fading back to fourth on a borrowed Harley-Davidson. Springsteen (9) hounded Davis and took over on lap 11.

he (Varnes) got by me low, I thought, 'Well, hell, I can ride down there too.'"

Varnes held on to second for the direct transfer.

"I felt pretty good out there for a while," Varnes said. "But he (Springsteen) was really movin'."



(Left) Ronnie Jones played it cool and moved forward late in the race to net fifth place two laps before the checkered flag fell.

(Left below) Mr. Conservative?: Kevin Atherton displayed none of the go-for-broke antics which he is famous for, and it may have cost him as he was relegated to sixth place by Jones.

SEMIS

The three eight-lap semis not only served to round out the National field, but they gave several of the top competitors a much needed chance to sort out their combinations. Team Undo rider Brett Landes stepped up and put together eight nearly flawless laps to top the first semi while Rogers, who challenged Landes briefly, and Davey Camlin also got their acts together and landed spots in the main.

Semi two featured a great battle between Roeder II and Steve Beattie. The Canadian Beattie led Roeder II for the first three laps before drifting high and wide into turn one and letting Roeder II drop under him for the lead. Beattie dogged Roeder II for another two laps before charging up the inside going into turn one on lap five and pulling off a ballsy, inside, head-over-the-railing pass on the lanky Ohioan, who was on the groove. Beattie then ran away with the win.

"It was tight. I scraped my shoulder on the railing when I went by him," Beattie said. "I just wanted him (Roeder II) to know that I had something for him."

"That pass didn't bother me," said Roeder II, who was back in his first ride since breaking both of his wrists in a crash at the Springfield Mile last season. "It was just good racing. That's all part of the game."

Chris Evans led Farris for three laps in the final semi before the Eddie Adkins/Winchester Harley-Davidson-backed Virginian uncorked it and pulled comfortably ahead. Evans and veteran Terry Poovey, the latter another rider in the USC Racing stable, grabbed the final two spots in the National.

883 NATIONAL

Though he had easily won his heat earlier, Springsteen came closer to being defeated in the 12-lap "Sportster class" main event than he did during any of his previous outings. As the field rumbled into turn one, Springsteen missed a shift and slowed temporarily, allowing reigning 883 National Champion Scott Stump to get a good jump on the field and take a commanding lead. While Stump settled into a fast pace, Springsteen quickly recovered from his mishap, picked off second-placed Pete Hames, and set about methodically running down the fleeing Stump.

"I missed a gear off the start," Springsteen said. "I thought to myself, 'Man you ain't never gonna catch him.'"

But Springsteen did catch Stump, and the cagey Michigander waited until the referee flew the white flag before diving under Stump in turn one and then pulling out just enough of an advantage to land the victory. Stump, James Hart, Georgie Price IV and Mike Hacker rounded out the top five, but Stump's machine was later found to be illegal during the post-race teardown and was disqualified.

NATIONAL

Morehead's win in the fastest heat of the night afforded him first choice of starting positions, and he elected to start right in the middle of row one. Springsteen and Davis lined up inside of More-

head while Varnes, Ronnie Jones and Parker wound up on the outside of the front row.

Davis was gone at the first hint of green and had his Skip Eaken-prepared Harley-Davidson sailing in the point position. Though Davis says that riding the Harley-Davidson is different than competing on a Honda, the change in machinery really wasn't a contributing factor in his fall from the lead.

"I don't want to make any excuses," Davis said. "It's got two wheels and a set of handlebars just like my bike. If you don't think that you can win on what's under you, then you can't."

While Morehead elected to stay on the tried-and-true blue groove, Parker headed way outside - especially in turns one and two - in search of greener pastures. He found none.

"I thought I could pick the pace up, but I couldn't go forward," Parker said. "I was just spinning the rear wheel. There was a fast line down low, but if you came in too hot, you just slipped outside. Both of us (Parker and Morehead) were getting in the corner and missing our points where you would start drivin'. I was just spinning my wheels."

"I went from second to fourth back to the front again," Morehead said. "By the time I got back to second again, Jay was in his rhythm. There was just no catching him."

Atherton had gotten a good jump in the main and appeared to be edging his way forward while maintaining fifth place. Atherton was once again in waiting mode, but Jones came into the picture and ended up giving Atherton a taste of his own medicine.

"Morehead and Parker started racing each other, and I thought, 'All right! I'm going to get by both of them,'" Atherton said. "Then I fell off the groove. Ronnie doesn't screw up, and I just kept bobbling."

"We were hoping to get into the top three but we got fifth," Jones said. "For this place, we feel pretty good about that."

Landes finally appeared to overcome his earlier handling problems once and for all. The Northern Californian found a good line and put in a smooth ride that would culminate in a rather lonely seventh-place performance.

"I tried," Landes said. "All in all I'm happy with seventh because if we can run seventh here when we're struggling, then I think that I'm going to be someone that they're going to have to beat every week."

Further back, Roeder II battled with King and Camlin for the eighth position, coming out on top at the flag.

"We had carburetor problems all night," Roeder II said. "We switched to different ones in the semi, but then we found water in those so we went back to the first set for the main."

Camlin also dropped King, putting his Wiebler's Harley-Davidson/Eaken Racing-built XR into ninth place before the checkered flag fell.

"This isn't my best half mile finish ever, but it is by far my best learning experience ever," Camlin said. "Once we got things figured out, it was just a matter of using my head."

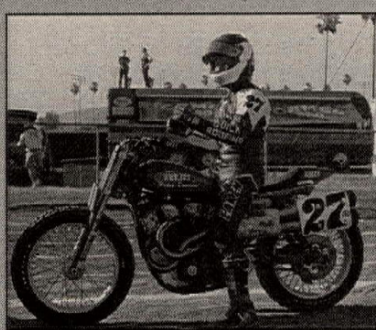
The night clearly belonged to Springsteen, however, who ran in second and then railed around the outside of Davis, Parker and Morehead coming off turn four on the third lap to take a "token" one-lap lead - as he does at several Nationals during the year - before falling back to second. But when Springsteen held his ground in second and then re-emerged from the fray again with

A shocking revelation

In an effort to get more power to the ground and thus gain an advantage on the track, many teams have begun experimenting with a new, single-shock rear suspension design. C&J Racing Frames is now building a chassis that features a horizontally mounted rear monoshock mounted on the left side of the machine. Several riders, including Ted Taylor, Davey Camlin, Chance Darling (right), Ken Coolbeth Jr. and even Scotty Parker showed up with new chassis, though each team had its own shock absorber choice, which ranged from Works Performance to White Power to Penske.

"We've tried it out," Parker said. "And we seem to be going a little faster on it than on our other bike."

How did the new frames fare? A lack of development hurt many of the teams including Kenny Coolbeth Jr., who suffered a breakage, but Camlin and Parker were able to put their new machines in the National with Parker notching a third-place finish. Even so, the conventional, twin-shock motorcycles of Jay Springsteen and Steve Morehead finished 1-2.



authority on lap 11 while the other chief contenders began racing each other behind him, the 10,000-plus fans on hand began to believe that maybe, just maybe, win number 41 was a possibility.

"Will led it for a long time," Springsteen said. "Once I got by him, I started talking to myself in my helmet goin' down the back straightaway. I was saying to myself, 'Hang on baby, hang on.' But they tell me I just pulled away."

As the laps went in the books, Springsteen appeared to get even stronger, never faltering from his chosen line around the clay oval. The jubilant ex-champ pumped his left fist in the air as he scored the win. Finally, after 25 laps, and 10 years.

"I've really got to thank Bill Bartels," Springsteen said of his team owner. "He's a real super dude, and he has stuck with me. You know, I rode at the factory for 12 years, and I've already been with Bartels for about seven."

"Some nights everything just goes right," Springsteen said in reflection. "We didn't have any problems all night, and I never even got tired. It must be all that ice racin' I did this winter. I probably won't even realize that I won until tomorrow."

Pomona Fairplex Pomona, California Results: April 1, 1995 (Round 2 of 25)

HEAT 1 (10 laps; 12 riders, top 2 transfer): 1. Will Davis (H-D); 2. Ronnie Jones (Hon); 3. Chris Evans (H-D); 4. Steve Beattie (H-D); 5. Rusty Rogers (H-D); 6. Terry Poovey (Hon); 7. Georgie Price IV (H-D); 8. James Hart (H-D); 9. Randy Texter (H-D); 10. Mike Inderbitzin (H-D); 11. Steve Liberty (H-D); 12. Chris Wnuk (H-D).
Time: 5 minutes, 7.85 seconds.

HEAT 2 (10 laps; 12 riders, top 2 transfer): 1. Kevin Atherton (H-D); 2. Rich King (Hon); 3. Jeff Eklund (H-D); 4. Michael Varnes (H-D); 5. Willie McCoy (H-D); 6. Mike Hacker (H-D); 7. Rex Fisher (H-D); 8. Jess Roeder (H-D); 9. Eric Bostrom (H-D); 10. Lonnie Pauley (H-D); 11. Randy Shank II (H-D); 12. Joe Kopp (H-D).
Time: 5:06.66.

HEAT 3 (10 laps; 12 riders, top 2 transfer): 1. Steve Morehead (H-D); 2. Scott Parker (H-D); 3. Brett Landes (Hon); 4. Geo Roeder II (H-D); 5. Rodney Farris (H-D); 6. Pete Hames (H-D); 7. Ian Segedy (H-D); 8. Lance Jones (H-D); 9. Ben Bostrom (H-D); 10. Andy Tresser (Duc); 11. David Lloyd (H-D); 12. Ken Coolbeth Jr. (H-D).
Time: 5:06.03.

HEAT 4 (10 laps; 11 riders, top 2 transfer): 1. Jay Springsteen (H-D); 2. Kevin Varnes (Hon); 3. Davey Camlin (H-D); 4. Chance Darling (H-D); 5. Dale Jenneman (H-D); 6. Scott Stump (Hon); 7. Dan Butler (H-D); 8. Larry Pegram (H-D); 9. Ken Mohler (H-D); 10. Ronnie Brown (H-D); 11. Lonny Kopp (H-D).
Time: 5:07.66.

SEMI 1 (8 laps; 13 riders, top 3 transfer): 1. Brett Landes (Hon); 2. Rusty Rogers (H-D); 3. Davey Camlin (H-D); 4. Scott Stump (Hon); 5. Pete Hames (H-D); 6. James Hart (H-D); 7. Rex Fisher (H-D); 8. Lonny Pauley (H-D); 9. Ben Bostrom (H-D); 10. Ken Mohler (H-D); 11. Steve Liberty (H-D); 12. Michael Varnes (H-D); 13. Ken Coolbeth Jr. (H-D).
Time: 4:12.30.

SEMI 2 (8 laps; 13 riders, top 3 transfer): 1. Steve Beattie (H-D); 2. Geo Roeder II (H-D); 3. Georgie Price IV (H-D); 4. Chance Darling (H-D); 5. Jeff Eklund (H-D); 6. Ian Segedy (H-D); 7. Dan Butler (H-D); 8. Mike Hacker (H-D); 9. Eric Bostrom (H-D); 10. Ronnie Brown (H-D); 11. Andy Tresser (Duc); 12. Mike Inderbitzin (Hon); 13. Joe Kopp (H-D).
Time: 4:10.58.

SEMI 3 (8 laps; 14 riders, top 3 transfer): 1. Rodney Farris (H-D); 2. Chris Evans (H-D); 3. Terry Poovey (Hon); 4. Jon Cornwell (H-D); 5. Jess Roeder (H-D); 6. Willie McCoy (H-D); 7. Larry Pegram (H-D); 8. Randy Texter (H-D); 9. Lance Jones (H-D); 10. Dale Jenneman (H-D); 11. David Lloyd (Hon); 12. Randy Shank II (H-D); 13. Lonnie Kopp (H-D); 14. Chris Wnuk (Hon).
Time: 4:11.72.

NATIONAL (25 laps; 17 riders): 1. Jay Springsteen (H-D); 2. Steve Morehead (H-D); 3. Scott Parker (H-D); 4. Will Davis (H-D); 5. Ronnie Jones (Hon); 6. Kevin Atherton (H-D); 7. Brett Landes (Hon); 8. Geo Roeder II (H-D); 9. Davey Camlin (H-D); 10. Rich King (Hon); 11. Chris Evans (H-D); 12. Rodney Farris (H-D); 13. Terry Poovey (Hon); 14. Kevin Varnes (Hon); 15. Steve Beattie (H-D); 16. Georgie Price IV (H-D); 17. Rusty Rogers (H-D).
Time: 12:38.83.

HARLEY-DAVIDSON 883 NATIONAL (12 laps; 17 riders): 1. Jay Springsteen; 2. James Hart; 3. Georgie Price IV; 4. Mike Hacker; 5. Pete Hames; 6. Ben Bostrom; 7. Nate Wait; 8. Ronnie Brown; 9. Randy Texter; 10. Keith Jacobsen; 11. Donald Paul; 12. Eric Bostrom; 13. Tommy Colson; 14. Dale Jenneman; 15. Rob Gette; 16. Jeff Eklund; 17. Scott Stump (DQ).
Time: 6:30.10.

AMA GRAND NATIONAL CHAMPIONSHIP STANDINGS (After 2 of 25 rounds): 1. Jay Springsteen (29 points/1 win); 2. Brett Landes (28/1); 3. Ronnie Jones (23); 4. Rich King (21); 5. (TIE) Will Davis/Scott Parker (17); 7. (TIE) Steve Morehead/Kevin Atherton (16); 9. Georgie Price IV/Chris Carr (11); 11. Terry Poovey (10); 12. Geo Roeder II (7); 13. Davey Camlin (6); 14. Kenny Coolbeth (5); 15. Chris Evans (4); 16. (TIE) Rodney Farris/Willie McCoy (3); 18. (TIE) Ted Taylor/Kevin Varnes (2); 20. (TIE) Andy Tresser/Steve Beattie/Rusty Rogers/Eric Bostrom (1).

Briefly...

In addition to netting \$4500 from the purse, \$3200 from Harley-Davidson, \$300 from Bell Helmets and \$75 from Dayco Products for his win, **Jay Springsteen** grabbed the Grand National points lead as well, but Springsteen said that he doesn't care about the points as much as the win itself. "I don't even pay any attention to the points," Springsteen said. "Even when I got those National Championships, I never worried about the points until the last five races."

Even though he scored both National dirt track wins at Pomona, the ever-competitive **Springsteen** still had work to do. The Bartels' rider was slated to ride the Harley-Davidson SuperTwins race at the **L.A. Superbike Championship** in the Fairplex parking lot on Sunday. "I gotta go do it again tomorrow," Springsteen said. "We're seventh-fastest on the road racer." Springsteen wound up ninth on Sunday.

Springsteen wasn't the only rider to pull dirt track and road racing duty during the weekend. **Larry Pegram** and Canadian **Jon Cornwell** attempted to make the Grand National main after spending Saturday racing on the tarmac. Both riders failed to make it out of the semis. In addition, **Ben and Eric Bostrom**, **Matt Wait** and **Jeff Eklund** split their weekend doing double duty, contesting the SuperTwins race on Sunday.

It's a wonder that **Larry Pegram** made it onto the track at all. The 22-year-old rider ran late while competing in the SuperTeams event and was forced to take only two laps aboard his brand-new **L.A. Racing** Harley-Davidson after **Chance Darling** shook the bike down in practice.

There were at least two new multi-rider **privateer teams** gracing the pits at Pomona. **Dan Butler** has joined **Kevin Atherton** on Tom Cummings' **TCR** squad, and tuner **Johnny Goad** has inked a deal with **Gerry Booher** to field **Terry Poovey** and **Kevin Varnes** on USC Racing-backed Hondas.

Though the **USC Racing** effort is currently a two-man team, Goad said that there is room for just one more rider. "We're going to have Kevin and Terry all year," Goad said, "and **Ricky Graham** if he decides to come back. I feel like I owe him so much. I don't know. Every time we get together it just clicks."

Aaron Hill crashed in turns three and four only a couple of laps into the very first practice session and was ambulated to the hospital where he was diagnosed with two cracked vertebrae. There is no paralysis, but according to Hill's father Dennis, the likable Northern Californian is now retired.

The entire dirt track community seemed to rally around Springsteen's victory. Rodney Farris' tuner **Eddie Adkins** was among the massive throng of insiders to exchange a victory bear hug with Springer. "I promised Eddie when we were down in Florida that I was going to win that (Daytona) short track," Springsteen said. "I ran sixth."

"But he made up for it tonight," Adkins added.

After the Pomona motorcycle weekend, Springsteen and the Bartels' crew were scheduled to head for Texas to pay a visit to Chris Carr's tuner **Kenny Tolbert**. The crew plans get in some time on the dyno and look for ways to improve Springsteen's already very potent Harley-Davidson. Springsteen and Tolbert have already worked out a trade for the dyno time. "Kenny told me it will cost me a 12-pack," Springer said with a smile.

Prior to the races, **Chris Carr** could be seen cruising the pits. The factory Harley-Davidson rider opted not to ride Pomona in anticipation of the **L.A. Superbike National** on Sunday. "This is the first time that I've come just to watch a dirt track National since I was a Junior in 1984," Carr said. "This track has been real good to me, but the road racing is going well, and I just want to concentrate on that right now."



Southern California GNC Expert **Pete Hames** came out of retirement to contest both National classes at the Pomona Half Mile. "This is the first time that I've even swung a leg over one of these things in four years," said Hames, who divided his time between a **Dodge Brothers Racing** XR750 and the 883 of **Skip Fordyce**. "We'll see what happens, I just want to make both mains." Hames dropped out of the GNC chase in the semis but crossed the line fifth in the 883 National.

Chance Darling was hoping to stick his new Harley-Davidson XR750 in the Pomona National, but the Ohioan was just glad to be at Pomona. "We had it on the dyno, and the thrust washer on the crank broke," Darling said. "We had to bust our butts for two days just trying to get it here." Darling finished fourth in semi number two, just missing the National.

Ken Coolbeth Jr. was struck with the misfortune of having his Gardner Racing/Walter Brothers Harley-Davidson expire while he was waiting to go out for practice. The 1994 Rookie of the Year rushed back to the pits and had to

(Top) **Brett Landes** rode a lonely but steady race to finish seventh in the National and retain second behind Springsteen in the series standings, 29-28.

(Above, left to right) **Parker**, **Springsteen** and **Morehead** celebrate on the podium. Springer last visited the box in 1990 with a third-place finish at the Springfield Mile.

watch as his mechanics scrambled to make repairs. "I think it broke a valve," Coolbeth Jr. said. "Hopefully we can get it fixed in time." The team fixed the engine and Coolbeth Jr. made his qualifying heat. He was later forced to quit again when his new single-shock chassis broke in the first semi.

Just prior to the start of racing, **Pyro Spectacular** put on an impressive fireworks display. Entitled "The Spirit of America," the show included several skyrockets and ground displays, and lasted some 22 minutes. The extravaganza was well received by the fans.

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On the Edge

By Michael Scott
File photos by
Henny Ray Abrams

SHAH ALAM, MALAYSIA, APR. 2

Deja vu has nothing to do with it. Just because the top three in the Malaysian Grand Prix were the same as in Australia one week before does not mean it was a similar procession. Only slightly so, with a tense wait-and-see race for second highlighting the tension behind clear winner Michael Doohan and his Repsol Honda.

This time, Lucky Strike Suzuki's Daryl Beattie had to fight for it, displacing third-placed Alex Criville and the Repsol Honda only in the closing stages, when teammate Kevin Schwantz had let the Australian through after running into tire trouble.

Schwantz hung on to fourth, keeping the sliding Lucky Strike Suzuki one second clear of a fierce battle for fifth.

This went to Fortuna Honda's Alberto Puig, coming through in the closing laps to cross the line almost side by side with Kanemoto Honda's Alex Barros and Repsol Honda's Shinichi Itoh.

Just behind, outdistanced only at the finish, came Loris Reggiani's V-twin Aprilia. Eighth was the best finish ever for the 400cc "super-250" V-twin Aprilia; but while Reggiani did pass Itoh at one point, and could climb all over the V-fours through the corners, there are few overtaking points on the twisting Shah Alam circuit outside the Malaysian capital except at the end of the main straight, and he simply didn't have the power to do that.

It was another dreadful day for the Marlboro Yamahas, struggling with tire problems on their Dunlops. Luca Cadalora pulled in after seeing no gain in chasing a sliding front end for little reward. Abe was more persistent and had held fifth place before he paid the price, sliding off unhurt after 17 laps.

The 500cc GP, run in front of a crowd of 22,000, finished just minutes before the first drops of rain turned into a full-scale tropical downpour, and flooded out the 125cc race.

Scheduled to run 29 laps, the 125cc GP was stopped after 12, and half-points were awarded.

That did little to take away from the achievement of Garry McCoy, with the young Australian Honda rider taking a

hard-fought half-victory from a strongly challenging Stefano Perugini (Aprilia). HB Honda's Dirk Raudies dropped from the front group to seventh; defending World Champion Kazuto Sakata on the factory Aprilia made a slow start and had worked his way through to 10th; and last weekend's winner Harachuki Aoki was 18th - out of the points.

The 250cc GP, the first of the day, was a runaway win for defending World Champion Max Biaggi, the Chesterfield Aprilia rider repeating his all-dominating performance of last year in the heat of the midday.

Second went to Tetsuya Harada's Marlboro-Rainey Yamaha, taking a superbly judged win after a four-bike battle with HRC's Tadayuki Okada, HB Honda's Ralf Waldmann and Elf-Tech 3 Honda's Jean-Philippe Ruggia. Kenny Roberts Jr. was ninth after coming off second-best in a fierce battle with eight-placed Luis d'Antin. They had been dicing all race long with exciting new French find Olivier Jacque, Ruggia's teammate, who ended up 10th.

500cc GRAND PRIX

Schwantz made a fine start this time, jumping through from the second row, to take a short-lived lead. Even so, it

was Doohan leading into the first turn, a situation that did not change until long after the last turn almost 48 minutes later in a slow-paced race that, up front at least, lacked fireworks.

This week, he didn't just run away. "My tires didn't seem to want to work at first, and I had a few slides, so I decided I'd better cool it," Doohan said.

It made a difference to the speed of departure, but not to the fact of it. He steadily drew away at an average of half a second a lap to make it more than 10 seconds on lap 22.

The gap hovered there for five more laps, then started to shrink again, so that at the finish he was less than seven seconds ahead.

It looked as though he was playing it cool, but he denied it. "I started to feel a vibration, and I thought the tire might be breaking up. Then the front tucked under on the fast right kink on the straight, and it really shook my confidence. In fact, there was nothing wrong with the tire - I might have lost a wheel weight or something, but it made the last laps pretty tense."

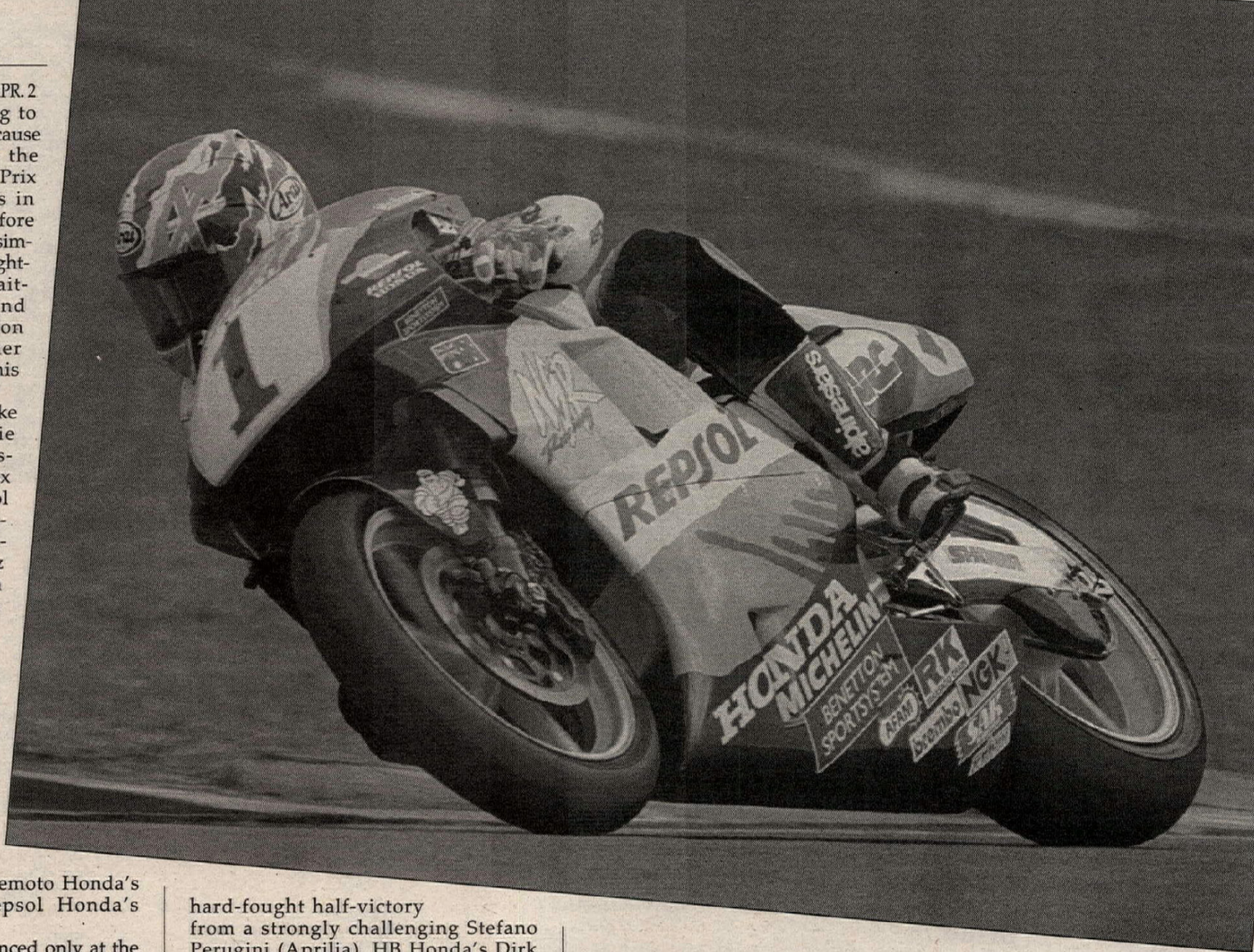
The tension had to come from within, because there wasn't much from behind.

Schwantz held second for the first six laps, with Criville's Honda hard on his heels. Then the Spaniard used his power to pull alongside on the straight, and manfully held the inside line against considerable pressure to slot in ahead.

By this time, Beattie had joined on the back of the group, without having to pass anybody after his own good start. "I could stay with Kevin, and if I lost ground, I could catch up," he said later. "But there was no way I could pass him." Thus the trio held station, free from any threat from behind, and awaiting developments in the heat.

In the end, it was Schwantz's rear tire that cried enough. He started sliding badly, and especially on the kink on the straight that precedes the track's main overtaking spot. He knew his challenge was spent, and on the 27th lap he made room for his close friend and teammate Beattie to get by.

The Australian needed no second invitation, and took up the pursuit forthwith. He was immediately on Criville's tail, and one lap later pulled the classic overtaking move at the end of the straight to move into second.



(Opposite page) Michael Doohan was again superior in winning his second successive 500cc Grand Prix, this one coming at Shah Alam in Malaysia.

(Right) Daryl Beattie backed up his second-place finish in Australia with another second in Malaysia.

(Below) Kevin Schwantz ended up fourth after using up his tire. Here, the Texan confers with crew chief Stuart Shenton.



He was never challenged, but kept his head down nonetheless, and came desperately close to colliding with Andrew Stroud's ROC as he cut through a group of backmarkers.

It was an unnecessary risk, for the same group also delayed his pursuer, and Criville was almost four seconds down at the finish.

Schwantz was a similar distance

behind, hanging on grimly to his vibrating bike to avoid being caught by the group behind.

They had provided one of the best dices of the race, with Barros duking it out with Itoh, Reggiani hanging on desperately, and Puig playing a waiting game behind. Then in the last seven laps he picked them off one by one, to narrowly claim fifth. His last victim was

Itoh, on the last lap; and as he moved past the Japanese rider, Barros followed him through and made his own bid.

They were almost abreast as they crossed the line - Puig, Barros, Itoh - covered by less than three tenths of a second.

Reggiani was almost three seconds down by now, both glad at the Aprilia's best finish ever and disappointed that

he hadn't made a better start. He was 11th at the end of lap one, and by the time he'd caught up, his back tire was past its best. "If I'd made a better start I am sure I could have beaten some of them," he said. The Aprilia was visibly slower on the straight, but all over the V-fours on the twisty sections.

Juan Borja narrowly won a sustained battle with Bernard Garcia, both on ROCs, and almost 40 seconds behind the factory bikes.

Then came Frederic Protat's ROC, all alone; likewise Cristiano Migliorati's Harris and Marc Garcia's ROC.

The last points were fiercely contested, with 14th going to Jeremy McWilliams and 15th to Andrew Stroud. Bernard Haengelli missed the last point by just half a second. Jean Jeandat was 19th and last.

There were 10 non-finishers. As well as retiree Cadalora and crasher Abe, Loris Capirossi crashed on the first lap, after getting a little nudge from Abe. "He apologized afterward, which of course we accepted. But it was not necessary to be so aggressive," said the Italian.

Others to retire included Sean Emmett, with brake failure; James Haydon and Scott Gray.

Doohan extended his title lead to 10 points over Beattie, 50-40. Criville is third on 32, Schwantz fourth on 24.

250cc GRAND PRIX

Biaggi's race was exciting only for his display of artistry. He led from start to finish, hauling away at one second a lap in the early stages before easing off slightly, so that he had achieved a 10-second advantage before half-distance. He kept on stretching, to make it 15 by lap 25, and only then did he start to play up for the crowd, his wheelies and waves dropping his lead to just over five seconds at the end.

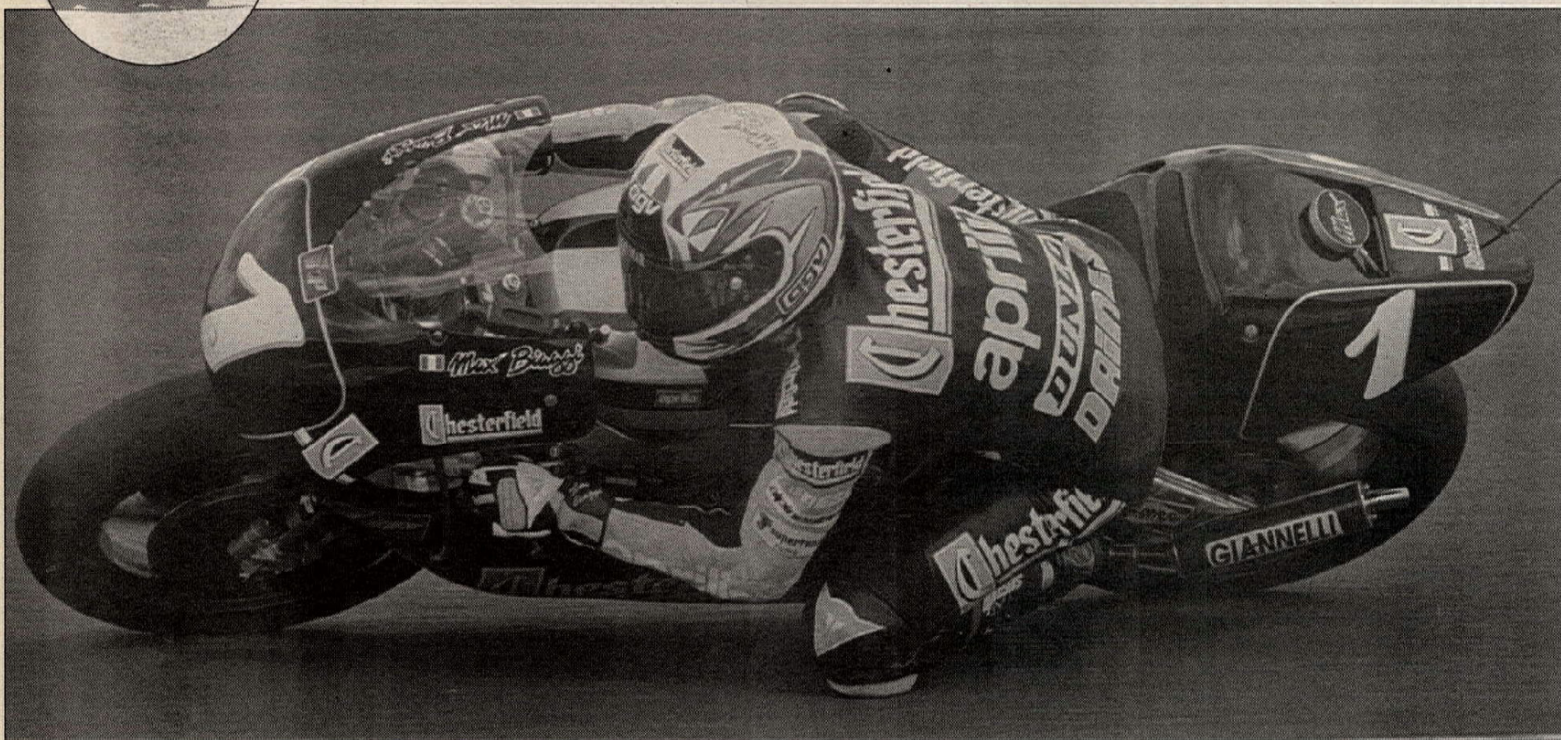
"The bike and my Dunlops were working perfectly today," he smiled afterward. "The only little problem I had was keeping my concentration." He broke his own lap record by almost four tenths, and the win moved him into a narrow lead in the World Championship.

There was plenty of action behind him, the most important of it in a fascinating four-bike battle for second.

Waldmann led the group at first, consigned to second on lap three by Harada. But Okada and Ruggia were hard up behind, and there was plenty of swapping around, with Ruggia the only one who never passed anybody, except once briefly when Waldmann overbraked and ran wide.

The focus was on the two Japanese riders: dour Okada on the faster Honda, and the superb Harada, the epitome of riding skill and tactical brilliance. Okada moved into second on lap nine, his bike clearly faster; and then began a game of two-wheel poker, with Harada holding the aces.

Time and again he'd show Okada his front wheel on the bends. Twice he got ahead on the final twists, only to be out-powered on the sprint to the line, almost as though he was revealing his last-lap plan. But there was much more to his game than that, and with 10 laps left he decided to let his rival do the pushing and probing...if he could. He moved past decisively as they ran into the final twists, fended off an immediate counter-attack, and managed to answer every one of the Honda-rider's challenges whether made under power or under brakes, using his Yamaha's superior handling with the finesse that has become his trademark.



World Champion Max Biaggi won his first 250cc Grand Prix of the season in Malaysia. The Italian led from start to finish on his Chesterfield Aprilia.

At the finish he was two tenths ahead after being outpowered on the straight again, only to suck Okada into running wide at the next bend. "I rode at my maximum, and I'm pretty happy with second," Harrada said afterward.

Waldmann and Ruggia were left behind in the last laps, with the German three seconds behind Okada and two tenths ahead of the persistent but frustrated Ruggia. "It was a tough race," he said later. "Like mountain biking in a sauna."

Bayle came through a lonely sixth, with Aoki three seconds adrift in seventh.

Then came the next mega-dice - a thriller between d'Antin, Roberts Junior and the rising Jacque, on a year-old kitted private RS Honda against the two '95 works bikes. D'Antin used experience and extra power to defeat the impressive Roberts; Jacque lost touch in the closing stages.

Jurgen vd Goorbergh had been with this group until near the end, the former European vice-champion (to Biaggi) undergoing a career renaissance after switching from Yokohamas and Aprilia to a Dunlop-shod Maxell Honda RS.

Eskil Suter won a three-Aprilia battle

for 12th, dropping Juan Cardoso by three seconds in the closing laps.

Patrick vdGoorbergh was a similar distance behind in 14th; the last point went to Olivier Petrucciani's Aprilia, after another good battle with Stadler and Fuchs. Dorian Romboni retired his works Honda soon after the start with a burnt-out clutch.

Thus Biaggi took a slim title lead, with 41 points to Harada's 40. Waldmann has 38.

125cc GRAND PRIX

The rain that began without enthusiasm after the 500 race suddenly redou-

bled shortly before the scheduled start of the 125s. They were went out for 20 minutes of practice in wet conditions, then lined up for the start, at which point the storm became a cloudburst.

The variable conditions made tire choices difficult. The lucky ones chose full wets, or wet front/intermediate rear. A gamble on intermediates spoiled several riders' efforts, including Dirk Raudies and Loek Bodelier.

McCoy had gone for full wets, and leapt away into an immediate lead. Behind him

Perugini emerged from the pack and after four laps was ahead of Saitoh and the fading Raudies; then quickly closed up on McCoy.

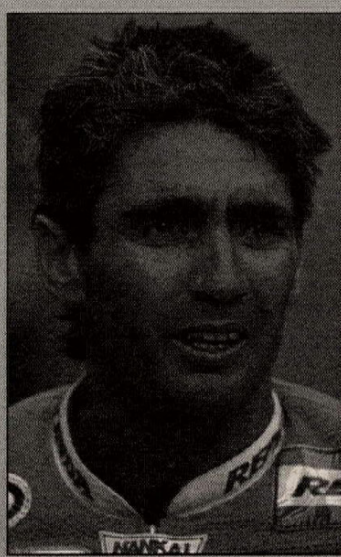
The pair battled valiantly, but the conditions were getting steadily worse. This considered, there were amazingly few crashes, with Bodelier a victim of his tire choice on the seventh lap, sliding off unhurt.

So heavy was the rain that at some bends there were deep puddles at the apex. "It was pretty dangerous because you couldn't see them through our visors. We'd just hit them and aquaplane through," said McCoy, who was

Who else?

For the first time in living memory, the 500cc grid had a smaller spread of times than the 250 grid. Nobody expected this would lead to racing as close, but it was encouraging nonetheless.

Not surprising was the dominance of Michael Doohan (right), who improved on his 1994 qualifying time by almost half a second to claim his second pole in two races. One might have expected him to cruise through the rest of practice, having



secured the time in the first session. Not so. In the final session he was still belting round, displaying massive confidence as he flicked and slid his NSR, practicing also the old-fashioned technique that won him the race last year - picking the bike up halfway through the turns and wheelspin-sliding it to complete the corner in the manner of an old Freddie Spencer or Kenny Roberts.

Then even he was taken by surprise, with a flick-grip slide that threw him out of the saddle, feet higher than his head, toward the end of the session. "I thought I had crashed," he said. "I was pretty happy to land back in the saddle with everything pointing the right way."

Why had he gone to such levels of effort? "I was testing a different tire, which I didn't like. But you have to test them anyway. You can never sit back and take it easy. And there's a level of risk every time you go out there anyway."

The keynote of the race would be tire endurance, and that explained his continuing aggression. "I'm try-

ing to see in eight laps how a tire will be after 20 laps," he said.

Luca Cadalora was a very close second, by less than a tenth. But it didn't make him happy, and he too came close to crashing twice in the last session, running perilously off the track alongside the gravel trap once. He was fastest in the final session, but remained glumly aware of his Dunlop tire problems. "The best bike in the world is no good on bad tires," he said before getting more discreet: "We have what we have, and I am not going to cry anymore."

Third came a wide-eyed Loris Capirossi, on the front row in his second 500 GP. He knew full well he couldn't reproduce those times in the race, because he'd achieved them only by following Doohan, by prior arrangement. "I am still riding the bike like a 250, using 250 lines. Doohan showed me the different places where you must put the wheels on a 500," he said, adding: "A 500 is much harder to ride than a 250 if the settings aren't right. That's the main difference."

Last place on the front row went to Daryl Beattie, who managed to improve marginally on the final day. Well aware that this has not been a good track for the Suzuki, he was happy enough, and would be satisfied with a top-three finish. "We're losing time on the second part of the circuit, but I don't want to change too much. We already have a good race setup from Australia, and I don't want to lose that."

Much of the order was sorted out in the final minutes. And who should be leading row two but Loris Reggiani, in by far the V-twin Aprilia's best qualifying position. Far from being pleased he was angry that he had missed the front row, by just six hundredths.

"If I can't do that at a track where we have no power disadvantage, where can I do it," he complained.

Norifumi Abe also pushed his way through in the closing stages, but admitted: "I can only go about five laps before the front tire starts sliding."

All of which was some comfort to Kevin Schwantz, who languished in seventh for most of practice, finally moved up to third in the last session, only to be pushed back down again. He was still working on front-end grip and positive turn-in, but his greater problem was still his left wrist, which he cannot lock into position for braking. "It kinda rolls over the top," he admitted. But he also

cast a skeptical eye over those ahead. "The race will be a kind of waiting game. When the tires go some will still be able to race, and some won't. Some of those are ahead of me now."

Times were close, however, so that Alex Criville, last man on the row, was able to profess himself pleased enough anyway. He was using HRC's electronic rear suspension, and finding it tricky. "We need to do the work now so it is better in the future," he said bravely.

Shinichi Itoh was ninth, still slightly troubled by his injured left hand; then came an angry Puig, complaining about his team's continual chassis experiments by technical chief Antonio Cobas. With some reason, perhaps, because the Spaniard was on the front row last year.

Alex Barros was next, enjoying the power of his new Honda but finding the chassis hard to get right. Juan Borja's ROC was alongside, top privateer.

Max Biaggi all 250cc qualifying all the way, not only claiming pole by better than half a second, but rubbing in his superiority by replicating his fast time lap after lap, while his rivals could only manage one or two. "We have a bit of an advantage here," he admitted gently, "because our tests here in February went so well, and the bike is set really well." He must surely have also remembered his massive runaway win here last year, and looked set to repeat it.

A close batch of riders were alongside, all resigned to racing for second place. Tetsuya Harada was the best of them, by almost two tenths in a flying flash lap in the last session; but he admitted his Yamaha was down on speed. "Until we get the new bike, I must just go for points," he said. And when would that be? "Ask Yamaha," he said, adding with a smile, "And when you do so, please ask them to hurry up."

Ralf Waldmann's Honda was next, the German still delighted that his second season is starting so well. His biggest problem was "Montezuma's revenge," and he smilingly thanked Dr. Claudio Costa for helping him to complete several laps on end without having to go to the lavatory.

Tadayuki Okada was less than a tenth behind, promising a strong race at a track that has been good for him in the past. He admitted that in this fine year of 250 racing he was being forced to try harder than last year - hence his practice crash in Australia, and a near miss here.

fending off Perugini (who led once briefly). The Australian was giving querulous waves as he crossed the line each time. "I was wondering why they didn't stop the race," he said.

On the 13th lap they did, taking results from the end of lap 12, and awarding half-points, since it did not look as though the rain would let up in time for them to stage a restart.

With McCoy (Honda), Perugini (Aprilia) and Saito (Honda) claiming the first three places, and Torrontegui's Honda narrowly ahead of Ballerini's Aprilia and Yamamoto's Honda in sixth, Raudies was seventh, only just managing to get back in front of brave girl racer Igata's Honda. Sakata, also on intermediates, managed to get up to 10th after a bad start.

Australian GP winner Aoki was out of the points, but retained his title lead on 35, over Sakata on 23, Perugini on 20, Manako on 16 and Saito and Alzamora on 13.

Shah Alam Circuit Shah Alam, Malaysia Results: April 2, 1995

125cc QUALIFYING: 1. Haruchika Aoki (1:31.144); 2. Dirk Raudies (1:31.310); 3. Akira Saito (1:31.756); 4. Kazuto Sakata (1:31.893); 5. Peter Oettl (1:32.009); 6. Gary McCoy (1:32.105); 7. Herri Torrontegui (1:32.184); 8. Emilio Alzamora (1:32.368); 9. Ken Miyasaka (1:32.378); 10. Hideyuki Nakayio (1:32.614); 11. Loek Bodelier (1:32.752); 12. Yoshiako Katoh (1:32.759); 13. Oliver Koch (1:32.818); 14. Noboru Ueda (1:32.836); 15. Gianluigi Scalvini (1:32.859); 16. Tomoni Manako (1:32.872); 17. Masaki Tokudome (1:32.882); 18. Tomoko Igata (1:32.968); 19. Jorge Martinez (1:32.992); 20. Stefano Perugini (1:33.015); 21. Gabriele Debbia (1:33.204); 22. Andrea Ballerini (1:33.227); 23. Vittorio Lopez (1:33.428); 24. Takehiro Yamamoto (1:33.457); 25. Manfred Geissler (1:33.580); 26. Stefan Prein (1:33.617); 27. Hiroyuki Kikuchi (1:33.734); 28. Chee Keong Soong (1:35.350); 29. (31) Stefan Kurfiss (1:35.375); 30. Ivan Cremonini (1:35.827); 31. Satoshi Ito (1:35.916).

250cc QUALIFYING: 1. Massimiliano Biaggi (1:25.939); 2. Tetsuya Harada (1:26.506); 3. Ralf Waldmann (1:26.695); 4. Tadayuki Okada (1:26.741); 5. Jean-Philippe Ruggia (1:26.882); 6. Kenny Roberts Jr. (1:27.251); 7. Jean-Michel Bayle (1:27.578); 8. Carlos Checa (1:27.622); 9. Luis D'Antin (1:27.646); 10. Eskil Suter (1:28.103); 11. Nobuatsu Aoki (1:28.235); 12. Jurgen van der Goorbergh (1:28.238); 13. Oliver Jacques (1:28.395); 14. Jurgen Fuchs (1:28.422); 15. Dorian Romboni (1:28.613); 16. Jose Luis Cardoso (1:28.750); 17. Sadanori Hikita (1:28.762); 18. Oliver Petrucciani (1:28.796); 19. Patrick van der Goorbergh (1:29.011); 20. Luis Carlos Maurel (1:29.067); 21. Takeshi Tsujimura (1:29.230); 22. Adi Stadler (1:29.267); 23. Bernd Kassner (1:29.314); 24. Regis Laconi (1:29.821); 25. Niall Mackenzie (1:30.076); 26. Gregorio Lavilla (1:30.108); 27. Davide Bulega (1:30.115); 28. Pere Riba (1:30.358); 29. Sharun Nizam (1:30.961); 30. Meng Heng Kuan (1:31.512); 31. Miguel Castilla (1:32.568).

500cc QUALIFYING: 1. Michael Doohan (1:25.059); 2. Luca Cadalora (1:25.142); 3. Loris Capirossi (1:25.649); 4. Daryl Beattie (1:25.869); 5. Loris Reggiani (1:25.926); 6. Norifumi Abe (1:25.938); 7. Kevin Schwantz (1:25.957); 8. Alex Criville (1:25.967); 9. Shinichi Itoh (1:26.093); 10. Alberto Puig (1:26.290); 11. Alexandre Barros (1:26.368); 12. Juan Borja (1:27.430); 13. Adrian Bosshard (1:27.736); 14. James Hayden (1:27.828); 15. Sean Emmett (1:27.879); 16. Cristiano Migliorati (1:27.952); 17. Frederic Protat (1:28.057); 18. Jeremy McWilliams (1:28.217); 19. Marc Garcia (1:28.337); 20. Bernard Garcia (1:28.342); 21. Laurent Naveau (1:28.456); 22. Neil Hodgson (1:28.512); 23. Jean-Pierre Jeandat (1:28.543); 24. Jamie Robinson (1:28.744); 25. Lucio Pedercini (1:28.911); 26. Bernard Haenggeli (1:28.978); 27. Andrew Stroud (1:29.066); 28. Eugene McManus (1:29.338); 29. Scott Gray (1:30.053); 30. Bruno Bonhuil (1:30.132).

125cc GRAND PRIX: 1. Gary McCoy (Hon); 2. Stefano Perugini (Apr); 3. Akira Saito (Hon); 4. Herri Torrontegui (Hon); 5. Andrea Ballerini (Apr); 6. Takehiro Yamamoto (Hon); 7. Dirk Raudies (Hon); 8. Tomoko Igata (Hon); 9. Gabriele Debbia (Yam); 10. Kazuto Sakata (Apr); 11. Gianluigi Scalvini (Apr); 12. Hideyuki Nakayio (Hon); 13. Ken Miyasaka (Hon); 14. Stefan Prein (Hon); 15. Masaki Tokudome (Apr); 16. Chee Keong Soong (Yam); 17. Peter Oettl (Apr); 18. Haruchika Aoki (Hon); 19. Oliver Koch (Apr); 20. Jorge Martinez (Yam); 21. Noboru Ueda (Hon); 22. Satoshi Ito (Hon); 23. Emilio Alzamora (Hon); 24. Tomoni Manako (Hon); 25. Hiroyuki Kikuchi (Hon); 26. Ivan Cremonini (Hon); 27. Yoshiako Katoh (Yam); 28. Manfred Geissler (Apr); 29. Vittorio Lopez (Apr); 30. Stefan Kurfiss (Apr); 31. Loek Bodelier (Apr).

Time: 21 min., 18.350 sec.
Distance: 12 laps, 26.13 miles.
Average Speed: 73.436 mph.
Margin of Victory: 0.427 sec.

Fastest Lap: Stefano Perugini, 1:42.972/76.145 mph, Lap 8.
250cc GRAND PRIX: 1. Massimiliano Biaggi (Apr); 2. Tetsuya Harada (Yam); 3. Tadayuki Okada (Hon); 4. Ralf Waldmann (Hon); 5. Jean-Philippe Ruggia (Hon); 6. Jean-Michel Bayle (Apr); 7. Nobuatsu Aoki (Hon); 8. Luis D'Antin (Hon); 9. Kenny Roberts Jr. (Yam); 10. Oliver Jacques (Hon); 11. Jurgen van der Goorbergh (Hon); 12. Eskil Suter (Apr); 13. Jose Luis Cardoso (Apr); 14. Patrick van der Goorbergh (Apr); 15. Oliver Petrucciani (Apr); 16. Adi Stadler (Apr); 17. Jurgen Fuchs (Hon); 18. Takeshi Tsujimura (Hon); 19. Davide Bulega (Hon); 20. Sadanori Hikita (Hon); 21. Regis Laconi (Hon); 22. Gregorio Lavilla (Hon); 23. Bernd Kassner (Apr); 24. Pere Riba (Apr); 25. Luis Carlos Maurel (Hon); 26. Miguel Castilla (Yam); 27. Niall Mackenzie (Apr); 28. Sharun Nizam (Yam); 29. Dorian Romboni (Hon); 30. Meng Heng Kuan (Yam).

Time: 45 min., 27.292 sec.
Distance: 31 laps, 67.52 miles.
Average Speed: 135.335 mph.
Margin of Victory: 5.084 sec.
Fastest Lap: Max Biaggi, 1:26.679/90.458 mph, Lap 4.
500cc GRAND PRIX: 1. Mick Doohan (Hon); 2. Daryl Beattie (Suz); 3. Alex Criville (Hon); 4. Kevin Schwantz (Suz); 5. Alberto Puig (Hon); 6. Alex Barros (Hon); 7. Shinichi Itoh (Hon); 8. Loris Reggiani (Apr); 9. Juan Borja (Yam); 10. Bernard Garcia (Yam); 11. Frederic Protat (Yam); 12. Cristiano Migliorati (Yam); 13. Marc Garcia (Yam); 14. Jeremy McWilliams (Yam); 15. Andrew Stroud (Yam); 16. Bernard Haenggeli (Yam); 17. Bruno Bonhuil (Yam); 18. Jamie Robinson (Yam); 19. Jean-Pierre Jeandat (Pat); 20. Eugene McManus (Yam); 21. Norifumi Abe (Yam); 22. Neil Hodgson (Yam); 23. Luca Cadalora (Yam); 24. Laurent Naveau (Yam); 25. Adrian Bosshard (Yam); 26. Scott Gray (Yam); 27. James Hayden (Yam); 28. Sean Emmett (Yam); 29. Loris Capirossi (Hon); 30. Lucio Pedercini (Yam).

Time: 47 min., 54.380 sec.
Distance: 33 laps, 71.87 miles.
Average Speed: 90.019 mph.
Margin of Victory: 6.799 sec.
Fastest Lap: Michael Doohan, 1:26.090/91.077 mph, Lap 5.
125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 2 of 14 rounds): 1. Stefano Perugini (30); 2. Kazuto Sakata (26); 3. (TIE) Haruchika Aoki/Garry McCoy (25/1 win); 5. Akira Saito (21); 6. Tomoni Manako (16); 7. (TIE) Herri Torrontegui/Gianluigi Scalvini/Hideyuki Nakajoh/Emilio Alzamora (13); 11. Andrea Ballerini/Noboru Ueda (11); 13. (TIE) Takehiro Yamamoto/Tomoko Igata (10); 15. Dirk Raudies (9); 16. Gabriele Debbia/Loek Bodelier (7); 16. Yoshiako Katoh (6); 17. Ken Miyasaka (5); 18. (TIE) Stefan Prein/Masaki Tokudome (4); 20. (TIE) Chee Keong Soong/Jorge Martinez (3).

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 2 of 14 rounds): 1. Massimiliano Biaggi (41/1 win); 2. Tetsuya Harada (40); 3. Ralf Waldmann (38/1 win); 4. Nobuatsu Aoki (20); 5. (TIE) Tadayuki Okada/Kenny Roberts Jr. (16); 7. Carlos Checa (13); 8. (TIE) Jean-Philippe Ruggia/Jose Luis Cardoso (11); 10. (TIE) Jean-Michel Bayle/Jurgen van den Goorbergh/Dorian Romboni (10); 13. Luis D'Antin (8); 14. (TIE) Eskil Suter/Takeshi Tsujimura (7); 16. (TIE) Oliver Jacques/Jurgen Fuchs (6); 18. Adi Stadler (4); 19. (TIE) Patrick van der Goorbergh/Marcus Payten (2).
500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 2 of 14 rounds): 1. Mick Doohan (50/2 wins); 2. Daryl Beattie (40); 3. Alex Criville (32); 4. Kevin Schwantz (24); 5. (TIE) Alex Barros/Alberto Puig (20); 7. Shinichi Itoh (15); 8. (TIE) Loris Reggiani/Luca Cadalora (13); 10. Bernard Garcia (9); 11. Loris Capirossi (8); 12. (TIE) Juan Borja/Norifumi

Briefly...

Tetsuya Harada was scheduled to test the new 250 Yamaha in Malaysia the week after the GP. The new bike, believed to be a disc-valve, may now be ready in time for Wayne Rainey's own prediction of an appearance for the first European round at Jerez. Harada would not confirm any date of arrival, but said before the race, "The Yamaha is down on top speed on the Aprilia and Hondas, and until the new bike arrives I can only race for points." Asked when the new bike would be ready, he gave the typically Japanese response: "Ask Yamaha." Then he added: "When you do ask them, please also ask them to hurry up."

ROC boss **Serge Rosset** is the latest recruit to water injection, first used in the 500 class by Honda last year. Rosset has a home-brewed system fitted to Juan Borja's bike, but makes no claims to having made any sort of breakthrough. As with the Honda, the purpose is to lower exhaust gas temperature and thus change the characteristics of exhaust gas resonance - a way of fooling the engine into thinking it has a longer exhaust expansion chamber, which improves power and throttle response at lower revs. Rosset claimed that he was getting 10 extra horsepower at 10,000 rpm, near the bottom of the usable rev range, but was having trouble achieving a smooth transition to the water-closed conditions higher up the rev range. In any case, he said, the extra weight of six to eight liters of water, plus the electronics and water pump, negated any advantage. Water injection is not a new engineering technique, and is thought to have first been tried in motorcycles by Rotax some 10 years ago. This year, HRC works 500 rider Shinichi Itoh is still experimenting with the system.

Rosset's secrecy in Australia led to rumors that he was running **Cagiva** engines in at least one of his bikes. Not so. He was only hiding the water injection.

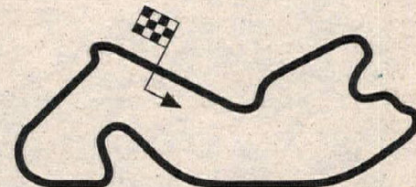
The cracks are growing in the works Aprilia team, with second rider **Jean-Michel Bayle** breaking ranks with the not unfamiliar complaint that his bike is inferior to that of his teammate Max Biaggi. Having started complaining to the team in Australia, the French former motocross superstar broke ranks in



Australian Garry McCoy won the rain-shortened 125cc Grand Prix, but was only awarded half-points for his efforts.

Abe (7); 14. Cristiano Migliorati (6); 15. Frederic Protat (5); 16. Sean Emmett (4); 17. Marc Garcia (3); 18. Jeremy McWilliams (2); 19. (TIE) Andrew Stroud/Adrian Bosshard (1).

Upcoming Rounds:
Round 3: Suzuka, Japan - April 23
Round 4: Jerez, Spain - May 7



Malaysia to complain directly to the team's sponsors Chesterfield. The complaints had a ring of familiarity to team boss Carlo Pernat, who heard similar stories all last year from then team number two Jean-Philippe Ruggia. "Now Ruggia is on a Honda, he is discovering that the thing that makes Max's bikes go so fast is Max."

The best **April Fools' Day** joke in the paddock was a pair of bogus press releases on IRTA paper. One, to be delivered to 500cc class works teams managers, asserted that the "popular" one-bike-per-rider rule was to be brought in to the 500 class with immediate effect, to make it more fair for the privateer teams. The other was that the rule would be reversed for the 250cc class from Japan onward. Most people saw through it, but one who was ecstatically verbal was Max Biaggi.

Who will replace **Kevin Schwantz** in Team Lucky Strike Suzuki in 1996? Favorite candidates so far are Aprilia 250cc riders Max Biaggi and Jean-Michel Bayle. The team is known to have had discussions with Bayle even before they recruited Daryl Beattie for the number-two slot. Bayle's ambition is to add a 500cc class title to his several motocross and supercross titles. Biaggi is the more glittering candidate. The 1994 250cc World Champion has long made it known that the 500cc class is his ultimate goal. Questioned about a possible move to Suzuki, he said, "Everybody wants to ride a Honda. It would be nice to do the same as I did on the Aprilia, beating the Hondas on something different."

Both **Dirk Raudies** and **Garry McCoy** received an "unofficial" verbal warning from race director Roberto Nosetto in Malaysia, following the rather overexcited first-lap antics that saw the pair clash on the start line and crash on the second corner after both started from the front row of the grid. Although there was no official complaint, Nosetto told both that he would be watching them carefully.

The 500cc class Dunlop runners were still in trouble in Malaysia, with similar front tire problems to those of much of last season. Although **Luca Cadalora** was able to turn fast single laps in practice, sustained front grip through the race has proved elusive. Team Marlboro Roberts technicians were working on putting more weight on the front wheels of the bikes

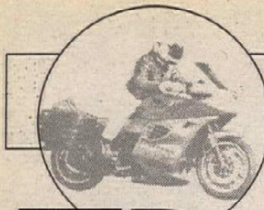
so that they could use a harder-compound tire, a move that a rival team crew chief said smacked of desperation. Said Kenny Roberts: "The Yamaha is closer this year than it has been for a long time. But the tires hold us back. It's not surprising, with their Japanese race-tire factory flattened in the earthquake. We have to use what we have - but I sure wish Wayne (Rainey) was on the bike."

New 250cc rider **Niall Mackenzie** rushed home unexpectedly after the Australian GP because his mother had fallen ill. He returned just in time to dash from the airport to first practice at Shah Alam with the cheering news that she was recovering well after surgery.

Just how effective has the new one-bike rule been at controlling costs? Not very, if the overall weight of freight is any indication. It has gone up, rather than down, since last year, to the extent that the aircraft carrying pallets to Malaysia had to offload several containers to save weight, to be forwarded on scheduled flights. Gibson Freight boss Bill Gibson confirmed that the total freight had gone up by 4400 pounds to about 215,600 pounds.

There was a touching moment when veteran Austrian GP reporter Gunther Wiesinger summoned **Dirk Raudies** to the press room to "look at a controversial story I am going to write." Instead his computer screen showed a color picture of Dirk's new baby, Anna Katharina, who was born 10 days late while Raudies was racing in Australia. "That will give me half a second for practice," said the delighted German.

250cc team bosses **Wayne Rainey** and **Carlo Pernat** (Aprilia) have held joint discussions to try to get the one-bike-per-rider rule reversed. "There are a lot of problems," said Rainey. "The riders have too much to test and the crews have too much to do. If you want to change something in practice you can lose 15 minutes of time. And you can't make carburetion experiments, because you can't take any risks of going too lean. But we are doing it on safety grounds. One thing is a top rider might qualify on the back row of the grid, and have to ride all the way through in the opening laps, which is risky. It took me being in a wheelchair to get the sandtraps raked smoothly. We want to change this before something like that happens again."



TEST

1996 Suzuki Bandit GSF600S

Built for fun



albeit a small "cafe" fairing, but a fairing nonetheless. Conforming to style, Suzuki installed a rectangular headlight rather than the circular headlights found on the Euro models.

In case you're wondering, no, the new Bandit isn't powered by the same motor formerly used in the short-lived GSX-R600 or the current RF600 (wishful thinking, though), but it is propelled by the same reliable and already proven air/oil-cooled engine that has been driving the popular Katana 600 for many years, so the new Bandit's powerplant isn't just a punched-out version of the old 400 engine. Suzuki chose to go with the more user-friendly Katana motor for a couple of reasons, most notably to keep overall cost of the bike down, and, as mentioned, since it has been around for quite some time, it has already proven itself to be a worthy and easy-to-maintain mill.

But before the Katana engine was bolted into the Bandit's frame, it did receive some significant fine tuning to give it more zap, more bottom-to-mid zap to be precise. First of all, the Bandit is, from our - as well as Suzuki's - best recollection, the first Suzuki street bike to come with Keihin, instead of Mikuni, carburetors. There are four of them, 32mm constant velocity mixers that are slightly smaller than the 33mm Mikuni's used in the Katana. The smaller bore size, combined with longer intake pipes, help increase intake velocity and cylinder charging efficiency. Increased throttle response has been achieved by mounting the carbs eight degrees more vertical for a straighter intake tract.

The exhaust system used on the Bandit is significantly different than that used on the Katana, which uses a steel-constructed four-into-two system,

(Above) The new Bandit 600S is Suzuki's latest "sport-standard" street bike. It is powered by an air/oil-cooled, in-line, four-cylinder engine, which is closely based on the Katana 600's power plant.

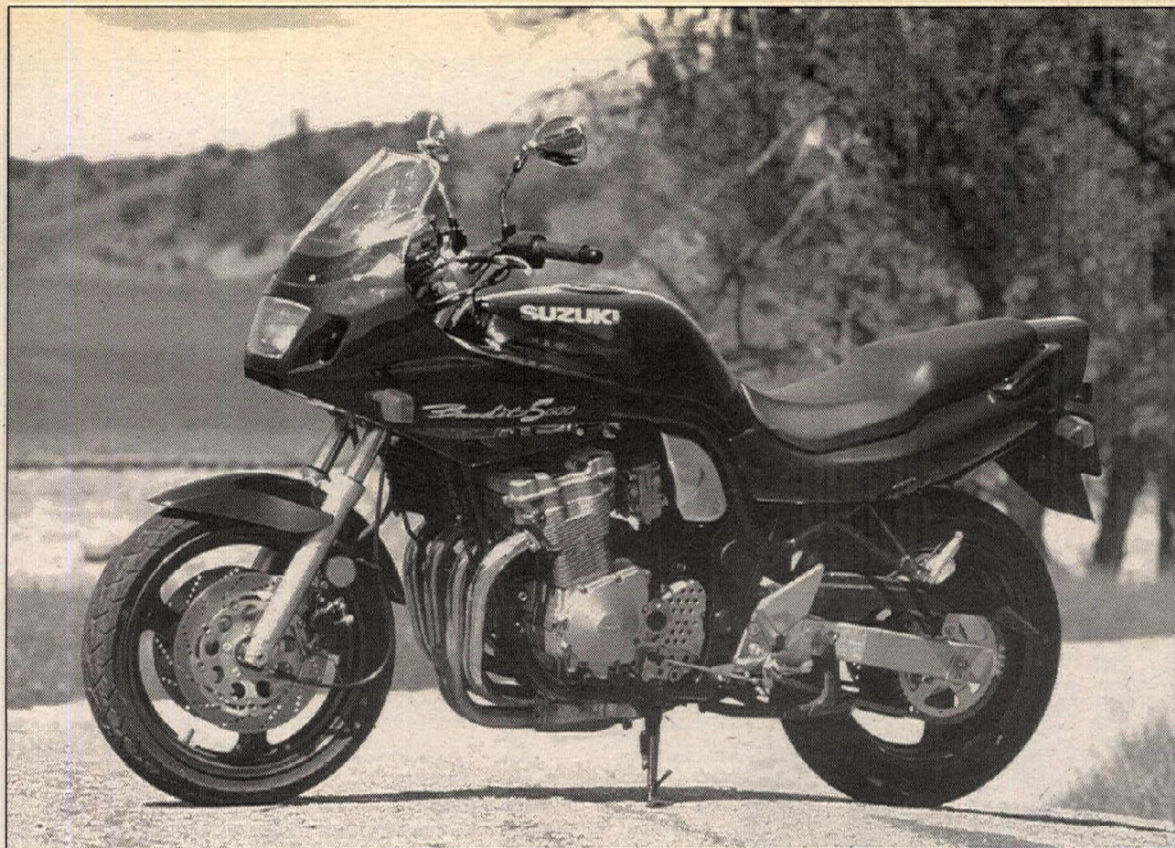
(Below) The Bandit has a very relaxed seating position, much more so than RF600 and the GSX600 Katana.

By Kit Palmer

You've probably heard about it, and you might have even seen photos of it, but the new, 1996 "early release" Bandit 600S from Suzuki is finally here, and don't think for a moment that it is just an old Bandit 400 with bigger pistons and rings. While it might look similar to the underpowered and undersprung Bandit 400, which never really enjoyed much success here in the U.S. during its relatively short three-year stint (1991-'93) in Suzuki's street lineup, the 600 is a completely different animal, and - getting straight to the point - a much better one at that.

American Suzuki recently introduced the Bandit 600S in Northern California, where some of this country's best twisty roads exist and are - better yet - plentiful, making this the ideal location to debut the "return" of the sporty Bandit, which has already been doing time in Europe and Japan. However, the U.S. version is slightly different than those seen elsewhere around the world where the "naked" look is the current fad and fairings, as a result, are being removed and used as decorations for garage walls, but this isn't the case here, at least not yet. Americans still like their fairings, and Suzuki dealers all over the country were constantly reminded of this while trying to sell the fairing-less Bandit 400. As a result, the Bandit 600S comes to the U.S. fairing-equipped,





(Left) Simplicity is one of the Bandit's strongest selling points, not to mention its reasonable \$5399 asking price. (Below) Unlike the European and Japanese versions, the U.S. Bandit 600S is fitted with a small "cafe" fairing.

whereas the Bandit uses a stainless steel-constructed four-into-one design.

The cylinder head differs from the current Katana head due to a redesigned valve-train system, which now uses the same screw and locknut system used in the '88 to '91 model Katana 600 and all Katana 750 models, except it uses a multi-plate cam chain instead of a roller type. The current shim-type Katana 600 system mainly benefits high-rpm operation and therefore is not suited to the Bandit's power characteristics. The Bandit valve timing has less overlap than the Katana for better low to midrange power.

Valve timing has also been altered to enhance bottom and midrange performance.

Transferring power to the rear wheel is basically the same six-speed, clutch cable-operated clutch, transmission system used in the Katana 600. They share the same internal gear ratios but the Bandit uses a slightly higher final-drive ratio.

As mentioned, the Bandit is air/oil-cooled, similar to the Katana 600. The oil cooler is slightly smaller than the Katana version but otherwise the cooling system is the same. The lubrication system - a wet sump - is also the same as the Katana except for the oil pan, which is made of a ribbed honeycomb construction that gives the pan more rigidity and helps reduce engine noise.

Unlike the Bandit 400, where the engine was "hung" in the frame, the Bandit 600 uses a stronger double-cradle frame design to better withstand the higher-output engine. It is constructed of large-diameter steel tubing, and the steel swingarm is constructed of square tubing similar to the RF600R. Despite the fact the swingarm length is 25mm shorter than the Katana's swingarm, the wheelbase of both bikes is the same at 57.2 inches. This is due to the Bandit's less-vertical front-end rake.

Suspensionwise, the Bandit is outfitted with Kayaba components both front and rear. Conventional 41mm forks are used up front and a single nitrogen-charged shock out back. Neither ends have damping adjustments but the shock does have variable preload capabilities.

The Bandit is equipped with two-piston, slide-type front brake calipers, sintered metal pads, and 290mm floating brake rotors, and the front brake lever position can be adjusted to four different positions, via a notched spin dial. In the back, the brake system consists of an opposed-piston caliper, semi-metal pads and a 240mm rotor.



Bridgestone Exedra tires wrap around two 17-inch cast-aluminum wheels. As compared to the Katana 600, the rear rim on the Bandit is actually an inch wider at 4.5 inches, while the front wheel is also a half-inch wider, at 3.5 inches.

Other niceties include a large 5.0-gallon gas tank, which includes 1.1 gallons of reserve and a fuel on/off/reserve petcock. The instrument panel only offers the bare minimum: the speedometer and tach are separately housed in chrome cylinders, and there's

a small cluster of information lights directly underneath the speedo and tach. The tubular handlebars are quite wide and easily adjustable.

PUTTIN' TIME ON THE BANDIT

Swinging a leg over the Bandit for the first time you immediately realize that this bike is no full-on, racer-replica sportbike. Rather than reaching down for the handlebars and having the footpegs high up on the frame, the Bandit has a far more relaxed seating position than even the most ergonomically

friendly sportbike. In fact, the Bandit has a very straight-up-and-down riding position, which at first seems a little odd for a sportbike. One tester said that he felt like he had "motorcycle cop posture" on the Bandit.

The Bandit isn't nearly as cold-blooded as some of the other Suzuki sportbikes, and this no doubt has a lot to do with the new Keihin carbs. Though it still takes a good few minutes to warm up, and the choke lever, which is located on the left handlebar, can usually be completely turned off after about a mile.

Suzuki reached their objective of obtaining good low-end performance out of the motor. It pulls strongly off the bottom - for a 600 - but the meat of the power hits in the middle of the powerband, and the bike doesn't fall on its face as you scream it out through the gears. In fact, there's a decent hit around 8500 rpm, and power continues to develop as you near the 12,000 redline. But it's right in the middle of the powerband where the Bandit likes to be ridden.

To top things off, there's very little vibration to contend with as you climb through the gears, but there is one spot, where vibration does get your attention - right around 70 mph, when the tach needle hovers around the 6000 mark. From about 70-75 mph, a fair amount of tingling can be felt throughout the entire motorcycle and ghostlike images begin to appear in the rearview mirror. But anywhere below 70 mph and above 80 mph, there's hardly any vibration at all. Also, right around 5000 to about 5300 rpm, the motor develops a loud, low-frequency resonance perhaps caused by the air intake system, or simply by the motor itself. Unfortunately, this annoying resonance occurs right in the rpm range where the bike is ridden the most, usually when the throttle is held steadily in one position, maintaining about 65 mph, or when slightly backing off the throttle.

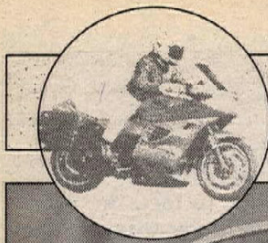
Otherwise, we enjoyed the motor very much.

Clicking up and down through the gears was a breeze. It takes little effort on the shift lever to reach the next cog and neutral is easy to find while not in motion. And to make things even better, the clutch lever has a super-light pull and has decent feel.

Our Bandit only had 41 miles on the odometer when we got it, and the brakes reflected its newness. While both the front brake lever and rear foot pedal had plenty of resistance, the grip at both ends left a lot to be desired - at first. But after a few good hard miles of nothing but tight switchbacks, the brakes began breaking in and started developing decent braking power. Even after putting over 1000 miles on our Bandit, the brakes are still gradually improving and getting stronger.

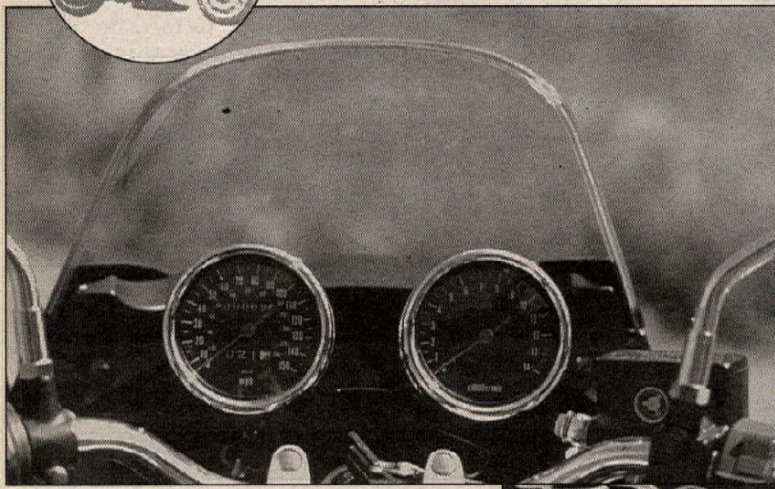
The combination of good bottom and midrange power, low 31-inch seat height, the relaxed seating position and its overall light weight, makes the Bandit an absolute blast in the twisties. It takes little effort to initiate the turns and the wide handlebars offer good leverage. Even though you're not crunched up in your typical sportbike position on the Bandit, you can still crank it over pretty good through tight corners without having to scrub off much speed before entering the turns. In other words, this bike is very flickable. Okay, it might not get you from turn to turn as quickly as the RF600, but it can hang through the turns.

The Bandit can also be ridden for long periods of time without leaving you in pain, as we discovered after

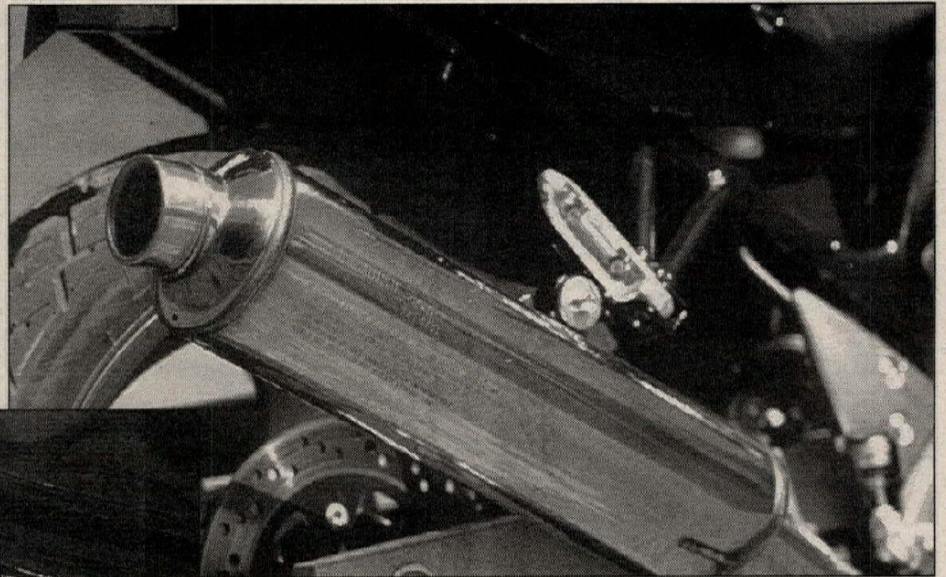


TEST

1996 Suzuki Bandit GSF600S



(Left) Clean and simple. The instrumentation offers nothing but the basics. Note the tubular and adjustable handlebars.



(Left) While the engine might be based on the Katana 600's mill, it has been significantly altered to give it more bottom-end and midrange performance. Carburetion is supplied by four 32mm constant velocity Keihin mixers. (Above) The Bandit uses a stainless-steel, four-into-one system.

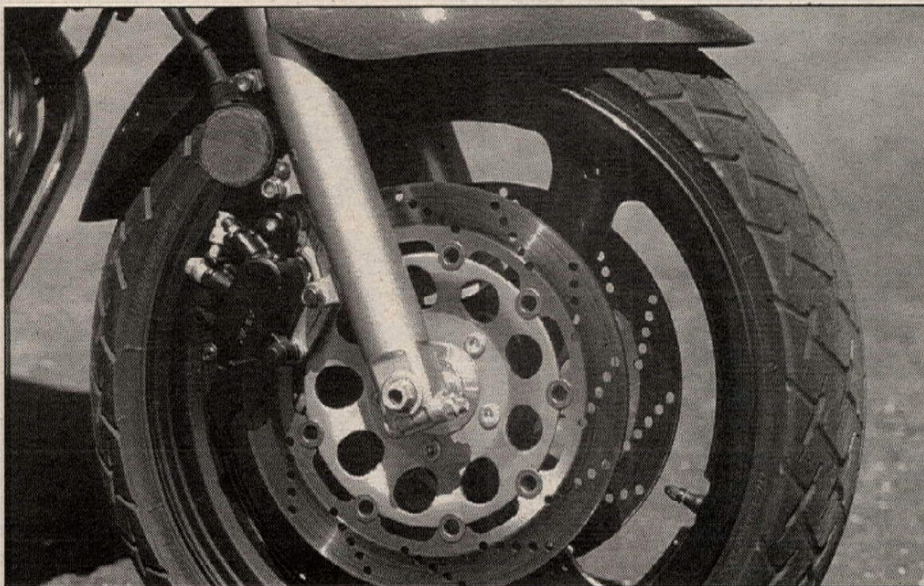
putting nearly 800 miles in less than four days on the Bandit. Much of this has to do with the Bandit's neutral seating position, comfortable seat, and the small but effective fairing/windscreen. It's arguable as to whether or not the Bandit looks better with or without the fairing, but there is no doubt that the fairing is functional, as it does an excellent job deflecting wind blast off the rider's midsection without producing buffeting side effects.

Long hauls were also made easy thanks to the Bandit's well-balanced suspension. Out of the crate, the bike is set up a little on the soft side, which is just fine for the straights and over rough roads, but for more aggressive riding, a stiffer setting would be more desirable. Easier said than done, though, since there is very little in the way of external suspension adjustments. However, it wouldn't take much for your favorite aftermarket suspension tuner to beef up the already big 41mm fork, and gas shock. There's plenty to work with here.

The Bandit also offers plenty of conveniences, such as long range on a tank of gas. We usually squeezed out approximately 195 miles before having to switch to reserve. The mirrors are well placed, requiring very little body bending to get a good view. Helmet locks are also provided.

Overall, we enjoyed this motorcycle very much. It might be hard to look at

the Bandit 600 and not perceive it as just an entry-level motorcycle, with its low seat height, straight-up-and-down seating position, somewhat "standard" styling and all, but once you hop on this motorcycle and take it for a spin, you'll immediately discover, as we did, that the Bandit 600 is much more than a "novice's" bike. A lot more. This bike is designed for those of you who are perhaps tired of high-maintenance, high-tech and, not to mention, high-priced racer-replica sportbikes and want something a bit more simple and more affordable but without sacrificing too much in the way of modern sportbike technology and performance. From what we can tell, Suzuki hit the nail on the head with the Bandit 600. It offers plenty with its well-proven and updated motor, well-engineered chassis and high-quality components, and all for a reasonable \$5399 asking price. Have you checked the price of a GSX-R750 or a Kawasaki ZX-6R lately?



(Above) The front suspension is handled by sturdy 41mm conventional fork legs, and dual disc brakes are used up front.

But the bottom line is that you can realistically have just as much fun on back canyon roads on this bike as you can on any racer-replica. Plus, you can ride the Bandit 600 for hours at a time and not be completely wasted by the time you get home.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

1996 Suzuki GSF600S Bandit

Specifications

ENGINE

Type	Four-stroke, in-line four-cylinder, dohc, TSCC
Cooling system	Air/oil cooled
Bore & stroke	62.5 x 48.7mm
Displacement	599cc
Compression ratio	11.3:1
Carburetor	Keihin CVK32
Exhaust system	Four-into-one, stainless-steel
Air cleaner	Non-woven fabric element
Starter system	Electric
Lubrication system	Wet sump

TRANSMISSION

Clutch	Wet, multi-plate
Clutch operation	Cable
Gearbox	Six-speed, constant mesh
Primary driven gear	Straight-cut
Final ratio	3.2 (48/15)
Drive chain	Takasago RK50MFOZ1
Electrical	Digital/transistorized
Spark plug	NGK CR9EK or ND U27ETR
Battery	Maintenance free
Valve adj. intervals	3500 miles

CHASSIS

Front suspension	Telescopic, oil damped
Innertube size	41mm
Rear suspension	Link type, 7-way adj. preload
Front wheel travel	5.1 in.
Rear wheel travel	4.8 in.
Trail	3.9 in.
Steering angle	35°
Turning radius	9.2 ft.
Front brake	Twin hydraulic disc, 290mm
Front pad material	Sintered-metal
Rear brake	Single hydraulic disc, 240mm
Rear pad material	Semi-metal
Front wheel size	MT 3.50 x 17
Rear wheel size	MT 4.50 x 17
Front tire size	110/70-17
Rear tire size	150/70-17
Front tire	Bridgestone Exedra G601
Rear tire	Bridgestone Exedra G602

DIMENSIONS AND DRY WEIGHT

O/A length	82.1 in.
O/A width	29.3 in.
O/A height	47.4 in.
Wheelbase	56.3 in.
Ground clearance	4.9 in.
Seat height	31.7 in.
Claimed dry weight	445 lbs. (451 lbs. CA model)

CAPACITIES

Fuel capacity (incl. res.)	5.0 gal.
Reserve	1.1 gal.
Airbox	6000cc

MISCELLANEOUS

Service intervals	3500 miles
Colors	Red, green
MSRP	\$5399

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MOTOCROSS

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo.

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmitz, Yves Demaria, Marnick Bervoets and Kurt Nicolli in their quest for the World Championship. 90 minutes from Motovideo.

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria beat a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo.

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 steps on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maers; 90 minutes from Powersports Video.

(#162D) '93 AMA Nat'l MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Birmingham in the chase for the 125, 250 and last-over 500 AMA National MX crowns. 90 minutes from Motovideo.

(#162E) 1994 AMA Nat'l MX Season Review
The definitive video review of the 1994 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maers; 90 minutes from Powersports Video.

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs. Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maers; 60 minutes from Powersports Video.

SUPERCROSS

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasovich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo.

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo.

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo.

TOURING & ROAD RIDING

(#10) 1990 AMA Heritage Homecoming
Captures the excitement of the opening of the AMA Motorcycle Heritage Museum in August 1990 in Columbus, Ohio. 60 minutes from Motovideo.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design.

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans

Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo.

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from Video.

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA.

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-over World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA.

(#78F) 1994 GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA.

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video.

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video.

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Fiebert beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA.

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA.

(#94E) 1994 Isle of Man TT
The 11th Milestone - Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-running 120 minute tape from Duke Video USA.

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From pre-season testing to relaxing at his home California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA.

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally achieved his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo.

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo.

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 58 minutes from Duke Video USA.

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA.

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo.

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo.

SPEEDWAY

(#45D) 1994 US Speedway Nat'l C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video.

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo.

(#180) #1 and Proud of It
A look at the rich history of the Harley-Davidson dirt track racing team from past to present. 60 minutes from Motovideo.

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueling all year for the title. 60 minutes from Motovideo.

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc World Championship. 65 minutes from Duke Video USA.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA.

(#141) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1969 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo.

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitley Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and

Roger DeCoster; also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Features Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agopian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, and Dallas Baker. 30 minutes from KWB Marketing Group.

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TTs in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA.

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA.

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the 92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA.

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today. Volume 1: How It All Began & The TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win. Total 192 minutes from Duke Video USA.

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhans as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldürn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties.

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maers. 77 minutes from Motovideo.

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic in the year. Enjoy this legendary trail ride on the Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video.

(#210) 1993 Colorado 500
Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions.

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta

Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions.

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions.

INSTRUCTIONAL & TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from DB Sports.

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 25 minutes from DB Sports.

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular big mouse insert. 23 minutes from DB Sports.

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA.

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video.

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video.

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video.

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video.

(#34) 4-Stroke Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video.

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video.

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video.

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video.

(#100) Rick Johnson's "Motivation"
Rick Johnson shows you how to approach the sport of MX his way, from mental preparation to physical training and riding technique. 70 minutes from Motovideo.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers who show you safety techniques you can apply to your street riding. From Street Smarts Video.

(#135A) Street Smarts II
Picks up where Volume I left off, and continues to give you usable street riding techniques and information from well-known riders such as Wes Cooley, Chuck Graves, David Emde, Cal Rayborn III and others who show you more safety techniques you can apply to your street riding. Also features new on-track race footage and on-bike sequences shot on the mean streets of Los Angeles. 45 minutes from Street Smarts Video.

(#135B) Street Smarts III: Danger Zones
"Danger Zones" takes a look at street riding tactics and some of the situations you may encounter on the street, so that when and if they occur, you already have a plan of what you might do to avoid an accident. This video will make you think before you are put on the spot. Contains on-bike footage, computer animation and interviews. 37 minutes from Street Smarts Video.

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#55) Moto n' Motion: Jeremy McGrath
An up-close-and-personal look at Jeremy McGrath as the champ discusses sponsorship, friends, family, fans and life. Watch Jeremy practicing on his backyard supercross track, and relaxing at home. 23 minutes from Moto n' Motion.

(#60) MX-Posed: Volume #1/1
Project FMF RM125 Hop-Up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. 47 minutes from MX-Posed Video.

CRASHES

(#29) The Ultimate Ride
Rider's-eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, diving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, powerboating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video.

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorchs the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widemaker Hillclimb; the Bonneville Salt Flats to the Elsinore Grand Prix - 90 minutes from KWB Marketing Group.

(#161) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA.

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OFF-ROAD
AMA Grand National Cross Country Series

Round 2: Hickory National

Great Scott



(Left) The battle of the two Scotts resumed at Hickory, North Carolina. Here, Scott Plessinger (1) leads eventual winner Scott Summers. The two riders banged bars on the last lap, then Plessinger ran out of gas but still finished second. (Below) Doug Blackwell (7) takes the early lead ahead of Duane Conner (6), Randy Hawkins (427), Steve Hatch (256) and Scott Phelps (9).

been hampered by numerous injuries since '93. "I had problems at the start of the race, but I knew I had the time and the strength to get back up there. Plessinger almost got away but I caught him in time to get a good race going. There were so many fans out there cheering us on that neither of us probably thought about how tired we might be getting. I'm in shape, the bike is working great and I'm ready to earn the title back."

Summers' North Carolina win, coupled with his runner-up finish at the series opener in Florida, gives him the early edge in his quest for his fourth cross country championship. Summers previously won the title in 1990 through '92. First-round winner Ty Davis did not compete. Team Suzuki's Rodney Smith was also a no-show after injuring his wrist at the Ocala opener.

The Buren Hamrick-designed Hickory course was set up on a small patch of land measured out to seven miles per lap. Numerous switchbacks filled the track and kept the speeds at a slower-than-usual average of 21 mph. Warm, sunny weather made for a dry track in the open areas but the woods remained mostly dust-free throughout the nearly three-hour-long race. The Pro and A class riders completed eight laps while the amateur divisions were waved off after six laps. Summers' actual finishing time for eight laps was two hours and 48 minutes.

Steve McSwain holeshot on a Honda CR500, followed by Team SCR's Doug Blackwell, Plessinger, AMA National Enduro Champion Hatch, Andrews, Yamaha-mounted Duane Conner and Suzuki's Guy Cooper. The dry starting area meant that many of the riders in the back of the 17-rider Pro class - Summers, Hawkins and Tom Norton included - would have to carve through the dust to get a shot at the early leaders.

Just before dropping into the woods for the first time Hawkins fell off his Suzuki when he caught something with the front wheel. Summers was too close to avoid the falling Suzuki and tangled with the multi-time enduro champion. Hawkins restarted the race dead-last with Summers right in front of him.

Cooper and Summers soon hooked up and moved in tandem up through

By Davey Coombs
Photos by C.J. Coombs

HICKORY, NC, MAR. 26

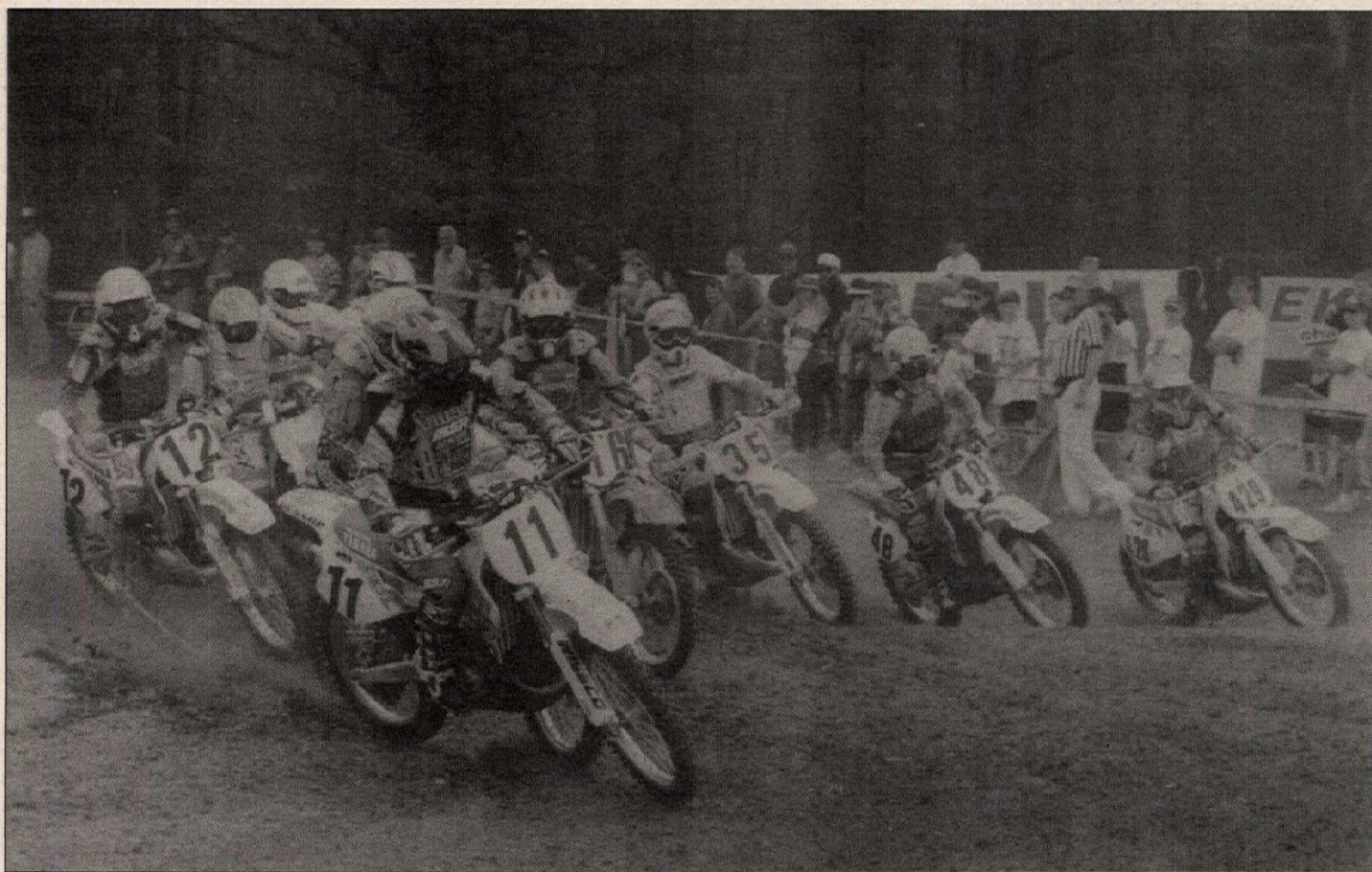
For the first time in nearly a year Scott Summers returned to the top of the results in the AMA Grand National Cross Country Series by winning the Hickory round of the GNCC series in North Carolina. The American Honda-backed Summers, from Petersburg, Kentucky, edged defending GNCC champ Scott Plessinger in a close three-hour battle. Team Suzuki Off-Road stars Steve Hatch and Randy Hawkins finished third and fourth, respectively, and Team Yamaha's Fred Andrews rounded out the top five overall in the field of 256 motorcycles.

"This is the first time that I've really been healthy and able to train like I want to for the past couple of years," said the 26-year-old Summers, who has



(Right) For the first time in about a year, Summers stands alone at the top of the series point standings. Here, he is being interviewed by race announcer John Ayers.

(Below) Daryl Conner (11) holeshots the start of the 250cc A class. Conner would later drop out, while Craig Jones went on to win.



the pack. Upon reaching Conner's roost Cooper tried an alternate line around him and had the misfortune of finding himself tangled in an old wire fence. The former 125cc National MX Champion lost valuable time trying to free his Suzuki RMX250 from the unseen trap.

"I didn't have a tool pack on and I didn't have anything to cut the wire with," admitted Cooper after the race. "I spent the rest of the day trying to make up time, but I was just too far back to catch back up. I give it 100 percent every time I'm on a motorcycle and I'm happy with my ride today."

Cooper completed the first lap outside the top 20 overall, but in the end the hard-charging Oklahoma flyer came within inches of taking fifth place away from Andrews.

Summers was 47 seconds behind Plessinger and in seventh place when he completed the first lap. In between the two were Yamaha pilots Blackwell and Andrews, Honda of Troy's Tom Carson, Pennsylvania's Conner, and Hatch. One lap later Summers had successfully moved into second place and trimmed the KTM-mounted leader's advantage to less than 20 seconds.

"I could just feel that it was going to be Scott's day," said Plessinger of his

rival Summers. "Even though he was back there a little ways I knew he was coming."

Summers took the lead on the third lap but Plessinger kept up the pressure. The pair began a spectacular duel that would last for the next 90 minutes, sprinting from one backmarker to the next in an effort to shake one another. The frantic pace pulled Plessinger and Summers well ahead of the pack and turned the race for the overall into a fast game of one on one.

"I fell on the first lap but I was able to get caught back up to the leaders," said Hatch. "I had those two in sight and I thought that the pace was set. Obviously they upshifted and nobody told me!" Hatch never got Summers and Plessinger back in sight and instead focused on holding Hawkins off for third place.

The climax of the race took place halfway through the last lap when Summers and Plessinger came upon a late lapped rider. Plessinger took the high line on an off-camber hill while Summers stayed low. When their paths met, Summers had the advantage of a better line and they made contact. Plessinger bounced off the big XR600, clipped a tree and went down.

"Believe it or not, Scott and I

exchanged glances before we hit," explained Summers after the race. "We both knew we were going to hit but neither of us were going to let off. I just had the better line and Scott got the worst of it."

When asked if the accident caused any hard feelings, Summers replied, "No way. Scott and I have been friends and rivals for the past 10 years. We're both doing our jobs out there and sometimes things like this happen. I'm sure he will tell you the same thing - it was just clean, aggressive racing."

"I had to make the decision to follow the lapped rider through there or take a different line that wasn't as good," said Plessinger of the incident. "I followed the guy, he got stuck and I got stuck behind him. I heard Scott coming and I had to get out from behind the lapper and I went over into Scott's line. We were charging after the same point, hit together and that was it."

Summers did get the better of it and showed a lead of some 30 seconds as a direct result. Plessinger remounted in time to maintain his runner-up finish, but his hopes for the overall were dashed. His bad luck wasn't through yet either. One half-mile from the finish

line Plessinger's KTM 250MXC ran out of fuel, forcing the two-time National Hare Scrambles Champion to panhandle for some gas from passing riders. He was fortunate that one rider stopped and donated enough fuel to get the champ to the checkered flag before the third-place duel between teammates Hatch and Hawkins could reach him.

Hatch won the battle for the final spot on the podium and held on to third with just a couple of seconds to spare. Hawkins' long and impressive comeback from dead-last netted him fourth-place points with an out-of-sync Andrews, admittedly unwilling to take chances in the fast, dusty conditions, finishing another two minutes back in fifth. Cooper was right behind him, followed by Norton and Conner. Former Open A class champion Shawn Brell put in his best Pro ride ever for ninth overall. Scott Phelps, the reigning NETRA champion, rounded out the top 10.

Eleventh overall Terry Cunningham was also the Vet A winner ahead of fellow top 20 finishers Tim Shephard and Jeff Russell. Jim Jarrett was 13th overall as well as the 200cc A class winner. Craig Jones was the winner of the 15-rider 250cc A class and 15th overall. North Carolina's own Steven Arthur topped the Open A class on a KTM 300. Pennsylvania's Barry Hawk Jr. was the top Four-Stroke A rider. Georgia's Terry Mealer was the Senior A (40+) victor, while cross country regular Harry Greenlee was the Super Senior (50+) leader. **CN**

Hickory National Hickory, North Carolina Results: March 26, 1995 (Round 2 of 12)

O/A: 1. Scott Summers (Hon); 2. Scott Plessinger (KTM); 3. Steve Hatch (Suz); 4. Randy Hawkins (Suz); 5. Fred Andrews (Yam); 6. Guy Cooper (Suz); 7. Tom Norton (Yam); 8. Duane Conner (Yam); 9. Shawn Brell (KTM); 10. Scott Phelps (Yam); 11. Terry Cunningham (Yam); 12. Tim Shephard (Yam); 13. Jimmy Jarrett (Yam); 14. Robert Bennett (Kaw); 15. Craig Jones (Kaw); 16. Tom Carson (Hon); 17. Jeff Russell (Yam); 18. Frank Keegan (Yam); 19. Daryl Kuenzer (Yam); 20. John Bennett (Yam).

PRO O/A: Summers; 1. Plessinger; 2. Hatch; 3. Hawkins; 4. Andrews; 5. Cooper.

OPEN A: 1. Steven Arthur (KTM); 2. Michael Matoszkia (KTM); 3. Richard Bryan (KTM); 4. Scott Fontaine (KTM); 5. Russell Cherry (Hbg).

250 A: 1. Craig Jones (Kaw); 2. Frank Keegan (Yam); 3. Darryl Kuenzer (Yam); 4. Ashley Brewer (Hon); 5. Brian Hess (Kaw).

200 A: 1. Jim Jarrett (Yam); 2. John Bennett (Yam); 3. Jason Haines (Kaw); 4. Jeff Lauth (Kaw); 5. Todd Levesque (Yam).

4-STRK A: 1. Barry Hawk (Suz); 2. Don Bohn (KTM); 3. Ralph Thorn (Hon); 4. Mark Martin (Hon); 5. Mark Burdick (Kaw).

VET A: 1. Terry Cunningham (Yam); 2. Tim Shephard (Yam); 3. Jeff Russell (Yam); 4. Jeff Murgel (Yam); 5. Steven Narel (Kaw).

SR A: 1. Terry Mealer (Yam); 2. Paul Michels (ATK); 3. Tom Meyers (KTM); 4. Robin Miller (Yam); 5. Don Zender (Hon).

S/SR A: 1. Harry Greenlee (Yam); 2. Mike Garrett (Hon); 3. Dave Coombs (Yam).

OPEN B: 1. David Brown (Hon); 2. Jeff Vealey (KTM); 3. John Grimm (Yam); 4. Billy Chapman (Hon); 5. Joseph Lawson (ATK).

250 B: 1. Chris Hicks (Kaw); 2. Mark Phanaish (Kaw); 3. Joshua Cone (Yam); 4. Darius Lattea (Yam); 5. Douglas Waskan (KTM).

200 B: 1. Bryan Muscavitch (Kaw); 2. Jeremy Berwanger (Yam); 3. Jason Rankin (Yam); 4. Jason Bridgeman (Hon); 5. Jason Ring (Suz).

4-STRK B: 1. Ricky Towery (Hon); 2. Tim Harmon (Hon); 3. Richard Lynch (Hus); 4. Thomas Evans (Hon); 5. Ricky Joyce (Suz).

VET B: 1. Manley Bradshaw (KTM); 2. Gerald Greane (Yam); 3. Andrew Wells (Hon); 4. William Kelly (Yam); 5. Steve Cooke (Yam).

SR B: 1. Jimmy Lynch (Hus); 2. Albert Chuppa (Yam); 3. Tom Parfitt (Yam); 4. John Rader (Yam); 5. Eddie Jordan (KTM).

200 C: 1. Chad Jarvis (Kaw); 2. Chad Brown (Kaw); 3. Isaac Ackels (Kaw); 4. Terry Spencer (Yam); 5. Phifer Hearer (KTM).

OPEN C: 1. Shawn Rogers (Hon); 2. Cliff Perrell (Yam); 3. Andrew Bealko (Yam); 4. James Vicheck (Yam); 5. Keith Garland (Yam).

AMA GRAND NATIONAL CROSS COUNTRY CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 12 rounds): 1. Scott Summers (39); 2. Fred Andrews (34); 3. Steve Hatch (32); 4. Guy Cooper (31); 5. Randy Hawkins (29); 6. Tom Norton (29); 7. Scott Phelps (20); 8. Ty Davis (20); 9. Scott Plessinger (19); 10. Rodney Smith (17).

Upcoming Rounds:

Round 3 - Hurrigan Mills, TN, April 9
Round 4 - Brownsville, PA, April 30

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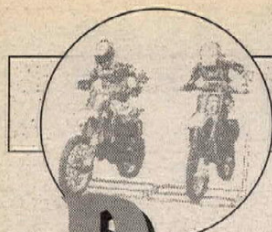
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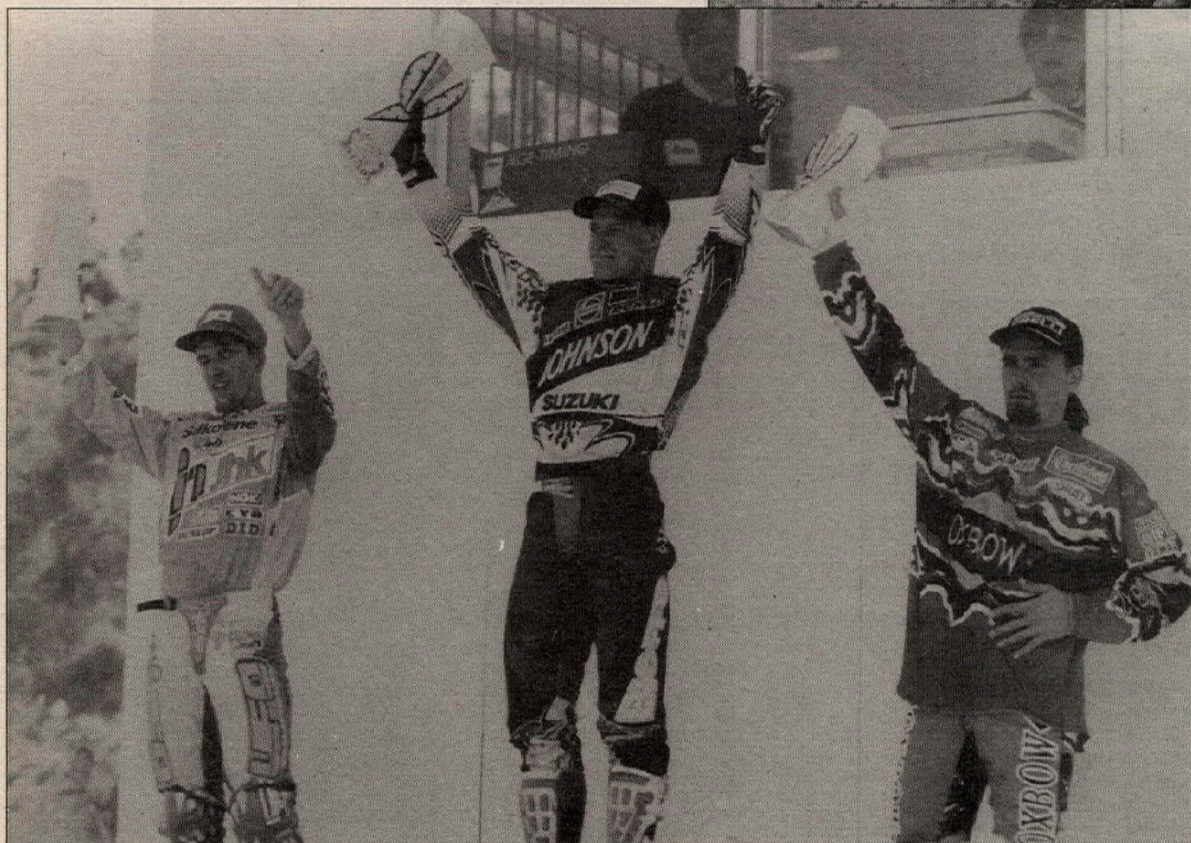
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Bervoets earns his keep



(Above) Belgian Marnicq Bervoets swept both motos at the series opener. (Left) Tallon Vohland, Marnicq Bervoets and Yves Demaria celebrate their first-moto 2-1-3 finishes.

By Alex Hodgkinson

TALAVERA DE LA REINA, SPAIN, MAR. 26

Team Johnson Bieffe Suzuki's Marnicq Bervoets justified the faith placed in him by his team manager, Sylvain Geboers, by winning both motos at the opening 250cc MX GP. Geboers promoted Bervoets to the role of team leader during the off-season, and the Belgian didn't disappoint as the series got underway in Talavera de la Reina in central Spain.

Kurt Nicoll and Yves Demaria also fully justified their podium placings, while championship favorite Stefan Everts finished a courageous sixth after a trip to the hospital on Saturday.

A 15,000-strong crowd flocked the hillsides to see if Spanish National Champion Josep Alonso could repeat his sensational Saturday form, and they were not disappointed as he gated third behind Peter Beirer and Bervoets, and even slipped inside the Belgian on the third lap to put the German leader under pressure.

It could not last however, particularly as the experienced Bervoets saw Tal-

lon Vohland closing in after getting past Leon Giesbers.

Within two laps the factory Suzuki star was back past the Spaniard, but the American was in his wake as they nibbled away at Beirer's lead.

At half distance Bervoets went for it. "I knew I had to shake off Vohland, so I put in some really fast laps mid-race, then I could ride my own pace," said Bervoets.

Vohland lost that vital contact passing Beirer, but was not sure if he could have kept pace with the new leader. "He went into warp speed for a few laps," said the likable American. "I was going hard but he had pulled a lead. I had to wind it up myself in the final laps when I saw Demaria coming."

The Frenchman Demaria had started ninth and was one of a whole pack held up badly by the obstructive Miska Aaltonen in the early laps of the race. Once past the Finn, Demaria was moving really fast and slipped inside Beirer for third at the end of the start straight with three laps to go.

Beirer was satisfied with fourth. "I didn't get tired, but the pace at the

front in the 250 GPs is really something," he said. "I don't know if I quite have that speed anyway, but I noticed as I tried to hold them off that my whole body was tensing up and I was starting to get forearm pump. That will be better in race two."

The fifth man home was Kurt Nicoll. "I was following Demaria through, but I lost him when we went past Karlsson," said Nicoll. "I got him once but he came back at me hard in the next turn. I paid him back in the end, but Demaria was gone by then. Yves was faster and I couldn't have passed him, but I might have got Beirer."

After struggling with wheelspin on the line like teammate Demaria, Bartolini rode an equally good race to follow Nicoll for the entire moto and also passed Karlsson for sixth. The Swede was struggling for grip in the later stages, saying, "We fitted soft tires and it dried out more quickly than we expected."

Alonso's inevitable backward slide after 25 minutes saw him go back to ninth behind Bob Moore. The American had got chopped up badly at the start.

"I was up to the big group behind Aaltonen, but I sat behind Stefan (Everts) for too long and let them get away again," said Moore.

The 125 title holder was right on Karlsson at the flag but the time lost mid-race cost him at least one place.

Everts was almost in tears after the race.

"I knew I would have the pain and I was prepared for that," he said. "I just didn't have any power in my shoulder after the crash yesterday so I couldn't battle them."

Rob Herring was the big victim of the first moto. Boxed in terribly at the start, he was down in 26th on lap one before putting in one of those phenomenal charges for which he is renowned. The Brit was ready to demote Dewit from 12th as the race approached the 40 minute stage when his rear wheel kicked on a hilltop jump and Herring flew high in the air, breaking his right ankle in landing.

One of the riders he had passed on the way was Bader Manneh.

"I got a poor start and was going nowhere so in the end I was just cruising to the flag in 13th," said Manneh.

The second race was less exciting, as the leaderboard was soon spread out, but the decision to return to 40 minute plus two lap motos was fully justified as it enabled Demaria to put in a wonderful recovery ride after two early falls had put him outside the top 15 after three laps.

While Bervoets holeshot and completely dominated the race from the front, Demaria fell in amazing circumstances after gating 4th.

"On the second lap I was flat out down a rough straight and tree branches which were lying in the track got entangled in my front wheel," said Demaria. Incredibly, exactly the same thing happened again at the same place one lap later.

Demaria eventually took control of fourth place, three laps from the end with a pass on Beirer as fourth-placed Moore fell when he spun out on a slippery corner.

In front of them, Nicoll needed 10 minutes to demote Alonso from second and the Spaniard promptly exited the race in style a few corners later when he

crashed over a berm. He remounted last, but his glory day was not over as the 21 year old from Barcelona toured back to the paddock waving to the crowd.

Everts was a lonely third, but the Belgian had put in a gritty performance after his first Saturday injuries.

Vohland's hopes of the overall had suffered a blow in the first corner.

"Someone stepped sideways in front of me and I got pushed out really wide," said Vohland. "I had to use up a lot of energy to get back into the top 10 by half distance and I just had to settle for what I had then."

Manneh had been an initial fifth, but fell down on lap two, taking Bartolini

(Right) Kurt Nicoll (5) battled with Andrea Bartolini (11) in the first moto. Nicoll was second overall, Bartolini was 10th. (Far right) Stefan Everts crashed hard during practice, but recovered to finish sixth overall. (Below) Northern California's Tallon Vohland was an impressive second in the opening moto, but a bad start held him to eighth in moto two.



with him. The Yamaha teamster had to quit with a bent motorcycle, while the American was pushed even further down the points when he stalled a couple of laps later.

Spanish GP
Talavera de la Reina, Spain
Results: March 26, 1995

MOTO 1: 1. Marnicq Bervoets (Suz); 2. Tallon Vohland (Kaw); 3. Yves Demaria (Yam); 4. Pit Beirer (Hon); 5. Kurt Nicoll (Hon); 6. Andrea Bartolini (Yam); 7. Joakin Karlsson (Hon); 8. Bob Moore (Yam); 9. Josep Alonso (Hon); 10. Stefan Everts (Kaw); 11. Miska Aaltonen (Hon); 12. Werner Dewit (Hon); 13. Bader Manneh (Hon); 14. Remy Van Rees (Kaw); 15. Joakin Eliasson (Yam).

Time: 46 minutes, 9.07 seconds.

MOTO 2: 1. Marnicq Bervoets (Suz); 2. Kurt Nicoll (Hon); 3. Stefan Everts (Kaw); 4. Yves Demaria (Yam); 5. Pedro Tragter (Suz); 6. Pit Beirer (Hon); 7. Bob Moore (Yam); 8. Tallon Vohland (Kaw); 9. Joakin Karlsson

(Hon); 10. Bader Manneh (Hon); 11. Peter Iven (Hon); 12. Miska Aaltonen (Hon); 13. Danny Theybers (Hon); 14. Willie Van Wessel (Suz); 15. Werner Dewit (Hon).

Time: 44 min., 52.54 sec.

O/A: 1. Marnicq Bervoets (Suz); 2. Kurt Nicoll (Hon); 3. Yves Demaria (Yam); 4. Tallon Vohland (Kaw); 5. Pit Beirer (Hon); 6. Stefan Everts (Kaw); 7. Bob Moore (Yam); 8. Joakin Karlsson (Hon); 9. Pedro Tragter (Suz); 10. Andrea Bartolini (Yam); 11. Bader Manneh (Hon); 12. Miska Aaltonen (Hon); 13. Josep Alonso (Hon); 14. Peter Iven (Hon); 15. Werner DeWit (Hon).

WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 1 of 13 rounds): 1. Marnicq Bervoets (40/1 win); 2. (TIE) Kurt Nicoll/Yves Demaria (28); 4. Tallon Vohland (25); 5. Pit Beirer (23); 6. Stefan Everts (21); 7. Bob Moore (17); 8. Joakin Karlsson (16); 9. Pedro Tragter (11); 10. Andrea Bartolini (10); 11. (TIE) Bader Manneh/Miska Aaltonen (9); 13. Josep Alonso (7); 14. (TIE) Werner Dewit/Peter Iven (5); 16. Danny Theybers (3); 17. (TIE) Willie Van Wessel/Remy Van Rees (2); 19. Joakin Eliasson (1).

Upcoming Rounds:

Round 2 - Valkenswaard, Holland, April 9
Round 3 - Payerne, Switzerland, April 23

Briefly...

The **FIM** rule insisting that Grand Prix motos start at 1:30 and 4:00 p.m. did not go over well with the Spanish public. Despite home country hero Josep Alonso's pole position, the crowd was 10,000 down on last year when the whole show was over by 2:00 p.m.

Stefan Everts had to rush back from the hospital to qualify on Saturday after a crash during second free training which left him needing stitches in his right forearm. "That's not a problem, but my shoulder is going to be stiff tomorrow morning," said Everts. "It is the same side where I broke my collarbone in Finland last July and then again testing in Japan. I have a lot of pain but there is nothing broken. I must practice in the morning to loose it up and then keep it active all day. "I was thrown sideways by a rut on a jump, landed on the bank at the side of the track and was thrown over the bars."

Earlier in the day, **Stefan Everts** had spoken positively of his form. "I was happy with my speed again at the Mantova race last week," he said. "My results were not so good, but I was tired after riding every day for a week to get my rhythm back. I compensated for that by not riding this week so that I feel fresh for the race here, and I feel confident that I am now over the ankle injury from Beaucaire and the crash at Malpensa which had affected my early season form." The Belgian qualified 15th.

Just **45 riders** turned up in Spain as injuries decimated the entry.

World 500cc Champion **Marcus Hansson**, still suffering with headaches and sleepiness after suffering two concussions at an off season supercross, and later breaking his nose in a freak accident while out playing on trials bike with team boss Georges Jobe, was absent as expected. So too were **Frederic Bolley**, **Paul Cooper** and a host of support cast riders with minor problems who did not want to risk the long trip to central Spain.

Frederic Bolley, who had chipped a bone in his foot when he overjumped an obstacle during training 10 days earlier, is expected to return at the Dutch GP. Paul Cooper had chipped a bone in his arm at the first British championship round on March 5, but had not realized until ten days later - after he had scored points at round two!

There were plenty of doubters as local hero **Josep Alonso** topped timed training on Saturday afternoon, but **Kurt Nicoll** was quick to confirm the correctness of his time. "I was on a fast lap and suddenly I realized that someone had caught up to me," said Nicoll. "We

have been chasing round the berms on the outside of the corners and he was simply crawling round the inside, getting it upright quickly and accelerating away. I watched him again on his fastest lap of all and he pulled back 70-80 meters on Tallon Vohland, who was on the gas himself, within three corners. Demaria is doing the same thing. We are going to have to rethink tactic for tomorrow."

Rob Herring got to within 4/100ths of a second of the Spaniard by the end of the session with the Chesterfield Yamaha duo of Bartolini and Demaria third and fourth. Vohland qualified ninth, Bob Moore 10th and Bader Manneh 17th.

Bob Moore was still hobbling around in the paddock. "I'm OK when I'm on the bike, but the break just above my ankle which I sustained in December at the SX in Italy has not healed straight and I need another operation some time," said Moore. "But that will have to wait until after the GP season is over; in fact if it is not causing me too many problems by then I may even wait until I finish my career."

Jirgen Nilsson was present in Spain. "Jocke Karlsson has asked me to help him as advisor. I will also be at Valkenswaard and if it is working well perhaps the whole season." Nilsson also squashed any thoughts of a return to racing. "Honda of Sweden has given me a 250 and a 500, and I ride every day when I can, but after one year of training I am only 50% of the way to race fitness. I still have no feeling for pain in my legs so it would be far too dangerous to consider racing, but I can honestly say that I have never derived so much enjoyment from simply riding a motorcycle."

Just back from a globe trotting tour in which he was best man at Darryll King's wedding in New Zealand and rode the one lap veterans race at the San Diego SX, **Jorgen Nilsson** hopes to establish himself as a motocross trainer in his native Sweden. "I am also looking at the possibility of opening up a permanent indoor track in an old warehouse. At present Swedish kids can only ride for 7 months a year because of our climate."

The **maximum age** for a motocross GP license has now been lowered to 45 years of age, but sidecar men need not worry as this can be waived on production of two medical certificates.

Incidentally, those of you who have watched 47 year old **Per-Olov Serenius** winning the ice racing world crown may be interested to know that he was recently beaten for the Swedish title in his hometown of GNVle by 51 year old debutant **Bengt Aberg**. The 1969/70 motocross world champ scored maximum points riding a KTM motocrosser with stiffened suspension against the speedway Jawas.

EVENTS

Edited by Scott Rousseau



Clamagirand topples Tecate Trial

By Donn Maeda

SAN DIEGO, CA, MAR. 19

Former Belgian National Champion Olivier Clamagirand was the cream of the crop at the Tecate XI Trial, held in the Corral Canyon OHV Area of Bobcat Meadows.

A healthy turnout of riders showed up to test themselves against the challenging sections laid out by the San Diego Trials Riders, and most on hand agreed that the event was the best in recent memory. An extremely challenging loop routed riders up, down and around the mountainous area. In fact, the loop was so difficult, that the lower division riders were routed away from

(Top) Belgian Olivier Clamagirand handily topped the Expert class at the Tecate Cup Trial. (Above) Billy Liles (5) prepares to overtake Randy Richardson (222) while on the way to winning the 25+ A class during round two of the AMA/Pizza Plus MegaSeries at Muddy Creek Raceway.

the upper half, skipping sections four and five. Intermediate, Advanced and Expert riders were run through all 10 sections, while Novice and Sportsman riders rode only eight.

As usual, Clamagirand showed up as most riders were already starting their first loop - a European psyche-out strategy, perhaps? Once under way, the Gas Gas USA/Bultaco Parts Obsolete/O'Neal/Pirelli/Race Tech-sponsored rider wasted little time establishing his command. After the first loop, Clamagirand enjoyed a slim six-point lead over multi-time ATA Champion Tom

Hamann, 10-16. Reigning ATA Champion Jared Malmquist had trouble warming up, and completed loop one with a score of 32.

Clamagirand all but wrapped up his victory with an amazing zero-point second loop. The fifth-ranked rider in the nation was impressive as he hopped, skipped and jumped his way effortlessly through all 10 sections. OTP's Malmquist found his stride on loop two and edged out Hamann, 14-15.

The third loop saw Clamagirand give up two points and wrap up yet another victory, while Malmquist again edged out Hamann, 16-22. The damage done during the first loop though, held Malmquist to third.

"I had two stupid fives on the first loop," said Clamagirand. "In one section I went out of bounds. I should have had two clean loops, but I am happy."

In Intermediate A class action, 62-year-old Art Webster showed the youngsters how it's done by literally roosting away with the win. Webster's aggressive, high-speed tactics left many wondering if he had, in fact, taken up the wrong sport - perhaps motocross would have better suited his style. Webster gave up 34 points, two less than runner-up Ron Catavaio. Brad McClellan was third with 44.

Torr Motors' Mark Oldar piloted a new Fantic Section to a commanding win in the Advanced A class, edging out Montesa Cota-mounted Oli Thorndarson.

CN

Results

NOV A: 1. Ronn Waters (Bet) 7 points/19 cleans; 2. S. Meland (Fan) 11/16; 3. G. Ballatore (G-G) 21/12; 4. Art Hall (Fan) 25/10.

NOV B: 1. R. Moore (Bet) 38 points/11 cleans; 2. Paul Silva (Yam) 39/10; 3. Mark Hoyer (Mon) DNF.

SPTS MN A: 1. James Laudeman (Mon) 17 points/18 cleans; 2. Michael Chen (G-G) 21/17; 3. K. Melody (G-G) 22/13; 4. Bob Grove (G-G) 25/16; 5. Jonathan Graham (Yam) 43/11.

SPTS MN B: 1. P. Hancox (G-G) 25 points/14 cleans; 2. Sheldon Parker (Bet) 28/13; 3. T. Lostlen (Yam) 28/12; 4. Mark Takumi Kariya (Bet) 28/11; 5. Larre Butterfield (G-G) 37/10.

SPTS MN C: 1. Rich Zinsmann (Fan) 31 points/11 cleans; 2. Bryan Benson (Yam) 33/8; 3. Becky Carranza (G-G) 6/6; 4. Allan Ralls (Yam) 38/11; 5. A. Gregorich (Bet) 41/8.

INT A: 1. Art Webster (Yam) 34 points/14 cleans; 2. Ron Catavaio (G-G) 36/14; 3. Brad McClellan (G-G) 44/14; 4. Lee Holth (Bet) 44/11; 5. Jim Rogers (G-G) 44/9.

INT B: 1. Wayne Anders (Fan) 35 points/13 cleans; 2. Donn Maeda (G-G) 42/11; 3. Kevin Reynolds (G-G) 53/12; 4. Josh Perrill (Yam) 55/9; 5. Adam Bush (Fan) 55/7; 6. Jordi Thomson (G-G) 64/7.

ADV A: 1. Mark Oldar (Fan) 25 points/17 cleans; 2. Oli Thorndarson (Mon) 43/12; 3. J. Collins (G-G) 56/13; 4. Kent Graham (Apr) 56/10; 5. Lon Brand (Fan) 58/8.

ADV B: 1. Mitch Berger (Yam) 80 points/5 cleans; 2. Jim Miller (Bet) 88/7; 3. Dennis Wilson (Bet) 89/3; 4. Larry Varnell (Yam) 101/2; 5. Jack Heminway (G-G) 104/0.

EX: 1. Olivier Clamagirand (G-G) 12 points/26 cleans; 2. Tom Hamann (Bet) 53/10; 3. Jared Malmquist (Bet) 62/10.

AMA/Pizza Plus U.S. MegaSeries: Round 2

Walkers rule Muddy Creek MX

By Barbara Williams

Photo by Loren Williams

BLOUNTVILLE, TN, MAR. 25-26

Nearly 720 riders from a dozen states converged on Muddy Creek Raceway for Scott USA Day, round 2 of the AMA Pizza Plus United States MegaSeries, so called because it encompasses three AMA regions.

Top-five finishers in all amateur classes received super goodies from Scott USA, in addition to MegaSeries plaques and other contingencies from such series sponsors as Dunlop, MSR, Gear, No Fear, GatorZ, Pro-Action, FMF, Uni Filter, Phillips 66 Racing Fuel,

Sam Thomas Racing, Hammerhead Graphics, Silkolene, Renthal, Tsubaki, Endura and Parts Unlimited.

Team Green's Matt Walker nailed down five class wins: 80cc (12-13) Stock and Unlimited Mini on Saturday; and Junior Mini, Senior Mini and Schoolboy on Sunday.

Possibly the hardest riding Walker had to do all day was in Sunday's Schoolboy class Walker, who was aboard a Kawasaki Big Wheel against a raft of 125s, knew that he had to get the jump on the bigger bikes in order to even be in the running for a top-five finish. Walker surprised the field with a first-moto holeshot, then rode like his britches were afire. Scott McMillin, Jon Boruff, Paul Justus and Jeff Ryan had their hands full trying to catch Walker on the first lap. Marcus Hedrick came up from a midpack finish, showing the way for Jason Frecker, and the pair displaced both Ryan and Justus to crack the top five. Walker scored the first-moto win followed by McMillin, Boruff, Frecker and Hedrick.

Walker was squeezed out on the second-moto start and gated fifth behind Frecker, Boruff, Hedrick and Justus. By the halfway point in the four-lap battle, McMillin had recovered to run fourth from a miserable start to challenge Hedrick. For the better part of a lap, Hedrick kept his cool, riding smart defense as McMillin put more pressure on the Suzuki pilot. The pair accelerated, catching up to the front duo and coming closer to the ragged edge with each corner. Finally at the apex of the uphill horseshoe, McMillin's grip slipped and his Kawasaki T-boned Hedrick's Suzuki, crashing them both to the ground. Walker zipped past the carnage to claim third. At the end of the race, Frecker and Boruff maintained first and second, respectfully followed by overall winner Walker, Josh Scott and Ryan.

Another Walker, Kevin (no relation), had a pretty good day of his own. The Yamaha Cycle Center/Axo/Renthal/Smith Bros/Dunlop/Scott/FMF/Pro-Action/Big Bill Racing/Hammerhead Graphics/BallZee-backed rider streaked to wins in both 125cc A Mod and 250cc A Mod classes.

CN

Results

Saturday

50 (4-6) STK: 1. Chase Beck (KTM); 2. James Graham (Yam); 3. Tyler Horne (Yam); 4. Matthew Chappell (Yam).

50 (7-8) STK: 1. Jake Griffis (Cob); 2. Kyle Orr (Cob); 3. C.B. Horne (LEM); 4. Ryan Wooden (LEM); 5. Jordan Oxley (LEM).

60 (7-9) STK: 1. Stephen Norwood (Kaw); 2. Cory Cone (Kaw); 3. Rob Wooden (Kaw); 4. Torre Streifthau (Kaw); 5. Thomas Lee (Kaw).

60 (10-11) STK: 1. Wesley Segars (Kaw); 2. Jeffrey Fields (Kaw); 3. Chris Hanshaw (Kaw); 4. Anthony Griffis (Kaw); 5. Charles Whatley (Kaw).

80 (7-11) STK: 1. Chad Albritton (Hon); 2. Joshua Summey (Kaw); 3. Wesley Segars (Kaw); 4. William Cody Watford (Suz); 5. Jason Bault (Suz).

80 (12-13) STK: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Jeffery Ryan (Kaw); 4. Anthony Nash (Hon); 5. Danny Smith (Hon).

80 (14-15) STK: 1. Travis Bailey (Suz); 2. Derick Hedrick (Suz); 3. Marty Smith (Suz); 4. Luke Satterfield (Yam); 5. John Brown (Kaw).

U/L MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Jeffery Ryan (Kaw); 4. Anthony Nash (Hon); 5. Jon-Boy Monk (Kaw).

SCHBY: 1. Matt Eason (Kaw); 2. Trey Boykin (Hon). WMN: 1. Makesha Hoyle (Hon); 2. Stacy Nodine (Kaw).

125 A STK: 1. Scott Pinson (Suz); 2. Kris Swaney (Hon).

125 B STK: 1. Marcus Hedrick (Suz); 2. Jon Boruff (Hon); 3. Clark Stiles (KTM); 4. Charley Keplinger (Suz); 5. James Joiner (Hon).

125 C STK: 1. Matt Eason (Kaw); 2. Adam Burchfield (Suz); 3. Jamie Simpson (Hon); 4. Gregory Dial (Kaw); 5. Josh Thompson (Suz).

250 A STK: 1. Kris Swaney (Hon).

250 B STK: 1. Clark Stiles (KTM); 2. Marcus Hedrick (Suz); 3. Michael Milem (Hon); 4. Charley Keplinger (Suz); 5. Joey Belmont (Hon).

U/L A-B: 1. Scott Pinson (Suz); 2. Scott McMillin (Kaw); 3. Gary Winter (Kaw); 4. Nicholas Pinegar (Hon); 5. Rodney Wise (Suz).

U/L C: Adam Burchfield (Suz); 2. Anthony Bridges (Hon); 3. Zack Cummings (Yam); 4. Mark Bailey (Hon); 5. Troy Miller (Kaw).

U/L D: 1. Luke Jones (Hon); 2. Steve Colegate (Hon); 3. Al Albiker (Suz); 4. Jason Powell (Yam); 5. Brian Overbay (Hon).

Sunday
50 (4-6): 1. Patrick Gabehart (Itj); 2. Justin Sipes (Itj); 3. Chase Beck (KTM); 4. Cody Patterson (KTM); 5. Logan Bell (KTM).
50 (7-8): 1. Jake Griffis (Cob); 2. Ryan Wooden (LEM); 3. Shane Obanion (Cob); 4. Jake Posey (LEM); 5. Jordan Oxley (LEM).
60 (7-9) MOD: 1. Rob Wooden (Kaw); 2. Wade Cordell (Kaw); 3. Aaron Willis (Kaw); 4. John Roberson (Kaw); 5. Thomas Lee (Kaw).
60 (10-11): 1. Wesley Segars (Kaw); 2. Devon Hedrick (Kaw); 3. Ryan Sipes (Kaw); 4. Chase Roberts (Kaw); 5. Jeffrey Fields (Kaw).
JR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Jon-Boy Monk (Hon); 4. Daniel Tesh (Kaw); 5. Richard Joey Barnes (Suz).
SR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Gavin Burkman (Hon); 4. Hans Neel (Kaw); 5. Travis Bailey (Suz).
S/MINI: 1. Jeffery Ryan (Kaw); 2. Aaron Lindsey (Kaw); 3. Joshua Summey (Kaw); 4. Ben Riddle (Kaw); 5. Hans Neel (Kaw).
80 D BEG: 1. Brannon Ferguson (Hon); 2. Wade Cordell (Hon); 3. Donald Viers (Kaw); 4. Allen Gaines (Yam); 5. Joseph Earhart (Yam).
SCHBY: 1. Matt Walker (Kaw); 2. Jason Frecker (Hon); 3. Jon Boruff (Hon); 4. Scott McMillin (Kaw); 5. Josh Scott (Suz).
125 A MOD: 1. Kevin Walker (Yam); 2. Matt Maximoff (Yam); 3. Jim Chester (Suz); 4. Richard Shawn Prather (Kaw); 5. Scott Pinson (Suz).
125 B MOD: 1. Jacob Dombrosky (Suz); 2. Marcus Hedrick (Suz); 3. Travis Langston (Suz); 4. Jake Morris (Yam); 5. Grady Sheehan (Hon).
125 C MOD (D-1): 1. Wesley McCoy (Yam); 2. Raleigh Deel (Suz); 3. Joshua Capps (Kaw); 4. Jason Thompson (Kaw); 5. William Cassavaugh (Kaw).
125 C MOD (D-2): 1. Toby Hamby (Yam); 2. Timothy Castrone (Suz); 3. Jason Welshan (Kaw); 4. Josh Thompson (Suz); 5. Michael Johnson (Hon).
125 D (D-1): 1. Tony Wright (Yam); 2. Tommy Greer (Suz); 3. Steve Colegate (Hon); 4. Neil Thompson (Hon); 5. Luke Jones (Hon).
125 D (D-2): 1. Christopher Landis (Kaw); 2. Philip Young (Suz); 3. Al Albiker (Suz); 4. D. Dennis (Kaw); 5. Robert Crumley (Kaw).
250 A MOD: 1. Kevin Walker (Yam); 2. Billy Liles (Suz); 3. Jim Chester (Suz); 4. Scott Pinson (Suz); 5. Matt Maximoff (Yam).
250 B MOD: 1. Kurt Sims (Kaw); 2. Marcus Hedrick (Suz); 3. Jacob Dombrosky (Suz); 4. Justin McCoy (Yam); 5. Clark Stiles (KTM).
250 C MOD: 1. Wesley McCoy (Yam); 2. Jerry Morrow (Suz); 3. Eric Parham (Kaw); 4. William Cassavaugh (Hon); 5. Jason Welshan (Kaw).
250 D: 1. Tommy Hicks (Hon); 2. Al Albiker (Suz); 3. Ryan Kelley (Hon); 4. Jim LaBarbera (Yam); 5. Robert Fields (Hon).
25+ A: 1. Billy Liles (Suz); 2. Randy Richardson (Hon); 3. Kevin Walker (Yam); 4. Larry Sparks (Hon); 5. Bryan Adams (Kaw).
25+ B: 1. Jeff Mushala (Hon); 2. Michael Milen (Hon); 3. Chris Rose (Yam); 4. Randall Rowe (Hon); 5. Steve Mason (Suz).
25+ C: 1. Bobby Ousley (Hon); 2. Anthony Bridges (Hon); 3. Reagan Boone (Hon); 4. Troy Miller (Kaw); 5. Jimmy Pitcock (Suz).
30+ A: 1. Billy Liles (Suz); 2. Ron Jones (Hon); 3. Bryan Adams (Kaw); 4. Gary Graham (Hon); 5. Steve Lewis (Yam).
30+ B: 1. Steve Starnes (Kaw); 2. Tony Summey (Kaw); 3. Danny Mathis (Hon); 4. Rich Machniak (Kaw); 5. Michael Taylor (Hon).
30+ C: 1. Eric Cook (Hon); 2. David Whitson (Hon); 3. Reid Welborn (Suz); 4. Craig Greer (Suz); 5. Mike Hale (Kaw).
40+: 1. Steve Lewis (Yam); 2. Rick Oxley (Hon); 3. Terrell Welborn (Suz); 4. Doug Lawson (Hon); 5. James Green (Kaw).
48+: 1. Terrell Welborn (Suz); 2. Ted Shortridge (Hon).
OPEN B: 1. Larry Sparks (Hon); 2. Ron Jones (Hon); 3. Nicholas Penigar (Hon); 4. Sam King (Hon); 5. Jeff Tomlinson (Hon).
U/L AM: 1. Joey Belmont (Hon); 2. Nick Turner (Suz); 3. Jeff Shields (Kaw); 4. Jay Grinn (Suz); 5. James Joiner (Hon).

AHRMA/Classic Bike Magazine Dirt Track Series: Round 3

Wills handles Holiday Downs

By John Blackstock

PALMETTO, GA, MAR. 19
George Wills had a hot throttle hand and he played it to the fullest when round three of the AHRMA/Classic Bike Magazine Dirt Track Series thundered on at Holiday Downs.
The vintage riders were greeted by warm sunshine and a very challenging race track. The importance of this early-season race was evident by the presence of all the 1994 AHRMA class champions.
Although competition was fierce in every class, the most exciting race of the day came in the Classic 500/750 class. After blitzing the Dinosaur class, the Illinois-based Wills bumped his tank-shifting Harley-Davidson WR off to do battle with the more modern foot-shifters.

PRE-ENTRY FORM

DALLAS AMATEUR SUPERCROSS

4/28/95 FRIDAY ONLY

SIGN-UP

Pre-Entered Riders - pick-up packet at registration.
HOURS: 4:00PM - 10:00PM at Race Headquarters.

ABSOLUTELY NO RACE DAY SIGN UP!

All Riders and *Mechanics **MUST** come to registration at race headquarters! All Riders under 18 years old must have parent or notarized legal guardian present at registration.

*Mechanics wishing to purchase an arm band that enables them to go to the line with their riders must come to registration.



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- 51cc Auto Stk (4-8)
- 65cc (7-11)
- 85cc (7-11)
- 85cc (12-13)
- 85cc (14-15)

Saturday A.M.
April 29, 1995
TEXAS STADIUM

WORLD SPORTS



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Place a ✓ in the class(es) you choose to ride.

- | | |
|-------------------|----------------|
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| 125 C | PLUS 30 |
| 125 B | PLUS 35 |
| 250C | PLUS 40 |
| 250B | 500 Novice B/C |

PRE-ENTRY MAIL-IN ENTRY FEE: \$40.00 Per Class

MAIL-IN ENTRY FEE INCLUDES:

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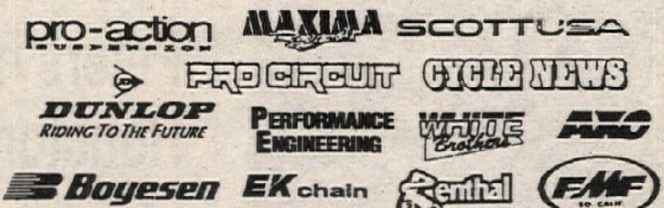
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(Left) Oklahoma's Matt Moore nabbed second on Sunday, but DNFed on Saturday. (Above) Raymond Peters scored a pair of easy wins at rounds seven and eight of the Texas State Trials Championship Series.



Michigan wild man Craig Breckon took the early lead, but it was readily apparent his 500cc BSA single was no match for the raw power of Wills' big "Hog." Lap after lap, Breckon charged hard and low in the turns as Wills held his own up high. Going into turn one on the last lap, Breckon made a last-ditch banzai move to the inside of Wills. Just as it appeared the lead would change, Breckon's front wheel hooked a rut and he lost his grip on the bars. As Breckon tumbled to the Georgia clay, Wills cruised to his second win of the day. **CN**

Results

DINO: 1. George Wills (H-D); 2. Ken Volpe (H-D); 3. Leo Anthony (H-D); 4. Beno Rodi (R-I); 5. James Hiter (Mat).
CLSSC 250: 1. Chris Baldwin (Bul); 2. Danny Ward (Tri); 3. William Frazier (H-D); 4. Jack Joyner (Bul); 5. Charles Goman (Oss).
CLSSC 500/750: 1. George Wills (H-D); 2. Beno Rodi (BSA); 3. Slake Ross (Yam); 4. Leo Anthony (H-D); 5. Craig Breckon (BSA).
MDRN VINT 250: 1. Donnie Warf (Oss); 2. Chris Hemphill (Yam); 3. Darrell Bryant (Yam); 4. Peter Wajda (Hon); 5. Mike Weaver (Yam).
MDRN VINT 600: 1. Kenny Parker (Yam); 2. Damon Lengle (BSA); 3. Tim Ferguson (Bul); 4. Eddie Tumlin (BSA); 5. Gary Brennan (Tri).
MDRN VINT 750: 1. John Blackstock (Yam); 2.

Tony Faircloth (Tri); 3. Darrell Bryant (Yam); 4. Donnie Warf (BSA); 5. Peter Wajda (Tri).
50+: 1. Jack Joyner (Bul); 2. Duwayne Montgomery (Yam); 3. Charles Goman (Yam); 4. James Hiter (Tri); 5. Joe Aderholt (Yam).

Texas State Championship Trials Series: Rounds 7-8

Peters hammers Houston trial

By Donn Maeda

HOUSTON, TX, MAR. 25-26

Raymond Peters surprised a lot of Texans when he showed up for rounds seven and eight of the Texas State Championship Series, but it was no surprise when he trounced the Master class with a pair of spectacular performances, scoring the win with over 50 points to spare on Saturday, and nearly 30 on Sunday. The Houston Area Trials Team laid out a challenging eight section loop that routed riders through the Corp of Engineers property at Somerville Lake, just north of Houston. Dirt banks and numerous trees challenged the riders, and a rain shower made things especially interesting on Sunday afternoon.

A resident of upstate New York, Peters flew into Houston and competed aboard a Fantic Section provided by event promoter Gary Jackson. Peters lists his sponsors as Fantic Motor, The Tryals Shop, Cycle Service Center, Axo and Shoei.

On Saturday, Peters took control right from the get-go. He had expected

his toughest competition to come from Oklahoman Matt Moore, but the teenager dropped out of competition early in the day. Moore rode brilliantly in the first few sections, but became violently ill and was seen vomiting on the loop.

With Moore's demise, another Oklahoman - Bryan Byrd - was left to chase after Peters. Though he secured second place, he could do little to match Peters' grace between the tapes. Peters ended the day with a mere 25 points, 55 less than Byrd's 80-point total. Mark Robin was third with 88.

On Sunday, Moore returned rested, refreshed and ready to go. Things looked good for the eighth-ranked National rider, as he led Peters after the first loop. Peters gave up 10 points, while Moore only dabbed twice. Things went sour for Moore, however, when the skies opened up and rain began to fall on the already slippery dirt banks and ledges.

In the mud, few are better than Peters. While Moore and the rest struggled to find traction, Peters seemed to ride better as the day wore on. In his final three loops, Peters dropped only five points, bringing his four-loop total to 15. Moore ended up with 42, while Byrd nabbed third with 75.

"I live near Watkins Glen, so I get to practice in slippery conditions all the time," said Peters. "The wetter, the better."

"Ray's hard to beat when it's muddy," said Moore. "If it hadn't rained, things might have been different." **CN**

Results

Saturday
ROOKIE: 1. Jason Dennis (G-G).
NOV: 1. Bill Bias (Sco); 2. Adam Spinks (Mon); 3. Bob Miller (G-G); 4. Bob Nichols (Fan); 5. James Yamncy (Fan).
ADV NOV: 1. Kerri Anderson (Mon); 2. Paul Franklin (G-G); 3. Mark Jenne (Sco); 4. Eddie Parks (G-G); 5. Mike Murphy (Apr).
VINT: 1. John Ridgeway (Fan); 2. Bobby Houston (Yam).
WMN: 1. Dawna Mauldin (Bet); 2. Kim Nelson (Yam); 3. Dena Jones (Fan).
SR 40 AM: 1. Dan Frost (Yam); 2. Raymond Aguirre (G-G); 3. Sid Mauldin (Bet); 4. Richard Phillips (Bet); 5. Dan Frazier (Fan).
SR 40 PM: 1. Ron Davis (Yam); 2. Pat Davidson (Fan); 3. Colin Platt (Bet).
SR EX: 1. Ron Batchelor (Apr); 2. Eddy Kessler (G-G); 3. Tom Batchelor (Apr); 4. Ray Roblin (G-G); 5. Danny Aguirre (G-G).
VET 50: 1. James Wipff (Mon); 2. Jeff George (Yam); 3. Tommy Moore (G-G); 4. George Naidl (G-G).
INT: 1. Justin Dyess (G-G); 2. Kerrie Anderson (Mon); 3. Clay Myers (Fan); 4. Mark Hogan (Fan); 5. Bubba Dennis (G-G).
EX: 1. Gary Woolfolk (G-G); 2. Shan Moore (G-G); 3. Ken Phillips (Bet); 4. Colin Botha (G-G); 5. Tony Herald (G-G).
MSTR: 1. Raymond Peters (Fan); 2. Bryan Byrd (Bet); 3. Mark Robin (G-G); 4. Ron Spinks (Bet); 5. Mike McLaughlin (Hon).
Sunday
NOV: 1. Richard Keppler (Fan); 2. Bob Miller (G-G); 3. Bill Bias (Sco); 4. James Yancy (Fan); 5. Bob Nichols (Fan).
ADV NOV: 1. Mark Jenne (Sco); 2. Eddie Parks (G-G); 3. Mike Murphy (Apr); 4. Bill White (Fan); 5. Adam Spinks (Mon).
VINT: 1. John Ridgeway (Fan).
WMN: 1. Dawna Mauldin (Bet); 2. Kim Nelson (Yam); 3. Dena Jones (Fan).
SR 40 AM: 1. Raymond Aguirre (G-G); 2. Richard Phillips (Bet); 3. Dan Frost (Yam); 4. Dan Frazier (Fan); 5. Sid Mauldin (Bet).
SR 40 PM: 1. Pat Davidson (Fan); 2. Ron Davis (Yam); 3. Colin Platt (Bet).
SR EX: 1. Ron Batchelor (Apr); 2. Ray Roblin (G-G); 3. Eddy Kessler (G-G); 4. Tom Batchelor (Apr); 5. Gary Jackson (Bet).
VET 50: 1. James Wipff (Mon); 2. Jeff George (Yam); 3. Tommy Moore (G-G); 4. George Naidl (G-G).
INT: 1. Lloyd Allen (Fan); 2. Kerrie Anderson (Mon); 3. Doug Youree (Fan); 4. Bubba Dennis (G-G); 5. Clay Myers (Fan).
EX: 1. Shan Moore (G-G); 2. Ken Phillips (Bet); 3. Gary Woolfolk (G-G); 4. Tony Herald (G-G); 5. Keith Housewright (G-G).
MSTR: 1. Raymond Peters (Fan); 2. Matt "Cornodog" Moore (G-G); 3. Bryan Byrd (Bet); 4. Mark Robin (G-G); 5. Ron Spinks (Bet).

Steel strong at Treaty City MX

By Rupert F. Pellett

GREENVILLE, OH, MAR. 19

Josh Steel captured all four motos in the 125 and 250cc A classes at the Treaty City M.C.'s motocross after competing the night before at the Indianapolis Supercross.

In the first 125cc A moto, Steel took the inside line into the first corner and came through the double-jump section with Vincent Karnow at his side. The two ran side by side through the double jumps, with Steel taking the faster inside line into the next corner for the lead. Mark Musselman got a poor start but would eventually catch and pass Karnow for second place while a long-gone Steel grabbed the checkers.

The second 125cc A moto was another good one for Steel as he quickly pushed his Packy Racing/Scott/Pro Circuit/Bell/Fox/Honda of Troy-sponsored CR to the premier position while Steve Cross, Karnow and Musselman battled over second place. Musselman used some great moves through the infield doubles to pass both Karnow and Cross, ending the three-way feud. Cross was able to hold off Karnow for third, but the hard-riding Musselman had no luck catching the elusive Steel, who won again.

The 250cc A class was another showcase for Steel as he jammed his red machine into the lead in the first moto and never looked back. Karnow and Joe Oehlhof had a collision in the first corner but were both able to remount, with Karnow taking second ahead of Oehlhof. The second moto saw Steel grab his usual holeshot, but Oehlhof kept within striking distance for quite a while as Karnow trailed in third. Steel picked up the pace and eventually held a decent lead at the finish over Oehlhof and the third-placed Karnow.

Results

50 JR (4-6): 1. Allen Rossi (Yam); 2. Tommy Pellett (KTM); 3. Codi Adams (Yam); 4. Brandon Dietrich (Yam); 5. Donald Spangler (Yam).
50 SR (7-8): 1. Joey Pellett (Cob); 2. Alex Rossi (Cob); 3. Donald Wolf (KTM); 4. Jon Dunlap (LEM).
65: 1. David Whitcraft (Kaw); 2. Chris Whitcraft (Kaw); 3. Joey Pellett (Kaw).
MINI JR: 1. David Whitcraft (Suz); 2. Chris Whitcraft (Kaw); 3. Dustin Adams (Yam); 4. Jon Moist (Suz); 5. Dustin Rothergard (Hon).
MINI SR: 1. Jason Juskae (Kaw); 2. Derrick McKinney (Kaw); 3. Jeremy Adams (Yam); 4. Jon Zagot (Yam); 5. Brent Mayer (Kaw).
250 B: 1. Mark Roop (Kaw); 2. Brian Demoss (Suz); 3. Justin Story (Kaw); 4. Steve Brinks (Suz); 5. Tod Bair (Kaw).
30+: 1. Terry Barnard (Suz); 2. Marty Berberich (Kaw); 3. Phil Rummel (Kaw); 4. Jeff Atherton (Hon); 5. Jeff Cottrell (Suz).
125 A: 1. Josh Steel (Hon); 2. Mark Musselman (KTM); 3. Vince Karnow (Kaw); 4. Steve Cross (Suz); 5. Joe Oehlhof (Hon).
250 A: 1. Josh Steel (Hon); 2. Joe Oehlhof (Hon); 3. Vince Karnow (Kaw).

Leivan busts out at White Rock Enduro

By Randy Presthus

CASS, AR, MAR. 19

Steve Leivan took home the overall honors for the second straight time in as many events at the White Rock Enduro in near Fayetteville, Arkansas.

Sunday morning dawned bright and clear, promising dusty trails on the mountain as over 300 riders followed row number one off the start line at 9 a.m. The short loop stayed at 18 mph and gave everyone the opportunity to brush up on their timekeeping skills, that is, until around mile 37; then it was time to go to work.

Leivan, on his Surdyke Yamaha of Marionville/Motorcycle Stuff/Pro-Action Suspension/Sprocket Specialists/Scott Goggle/Dunlop/Camelbak/Mike's Machine/Fredette Racing/Answer Products/Acerbis/RK Chain/Bell Helmets/Pro Circuit/Endura-backed Yamaha Leivan "zeroed" the roughly 90-mile course, losing only 16 seconds on tie breakers and besting all comers in the AA group - many of whom were sporting "slightly used" ISDE skunk stripe helmets - for overall honors. Steve Travis dropped 28 seconds for second in the AA class. Unlike last year's two-day qualifier, the Razorback Riders offered up a kinder, gentler enduro that resulted in many "zeros" on the short course and three on the long course.

Results

Long Course
O/A: 1. Steve Leivan (0 points); 2. Steve Travis (0); 3. Jeff Fischer (0); 4. Mike McCutcheon (1).
O/A A: 1. Mark Kindall (1).
200 A: 1. Nathan Knight (2); 2. Joel Britt (7); 3. Joe Beaver (8).
250 A: 1. Jeff Plunket (2); 2. Chad Davis (3); 3. Kevin Borts (3).
OPEN A: 1. Jim Brawner (3); 2. Leo Koch (3); 3. Steve Underwood (4).
INT A: 1. Bill Rogers Jr. (2); 2. Kelly Crenshaw (2); 3. Dave Berry (3).
SR A: 1. Dick Burleson (3); 2. Terry Long (5); 3. Stormy Sims (6).
SR A: 1. Lee Glen (0); 2. Tony Orihuela (0); 3. Bob Diffie (0).
S/SR A: 1. Bob Pike (0); 2. Butch Gardner (0); 3. Paul Rodden (0).
YTH A: 1. Mathew Glenn (3); 2. Nathan Gladback (4); 3. Adam Beishke (7).
S/55: 1. Zahn Lewis (0); 2. Clarence Bonifacious (0); 3. Jeraid Richards (4).
O/A B: 1. Troy Foster (4).
200 B: 1. Jeff Mills (6); 2. Tony McCall (7); 3. Jonathon Plunkett (9).
250 B: 1. Dave Clemens (5); 2. Jay Peterson (6); 3. Dave Schnell (7).
OPEN B: 1. Jac Richmond (7); 2. Dale Willis (20); 3. Dave Ernst (40).
INT B: 1. Michael Ward (6); 2. Dave Pascall (11); 3. Tim Haslett (13).
S/SR B: 1. Jerry Bohannon (0); 2. Loyd Stahlman (0); 3. Frank Leivan (1).

SR B: 1. Ken Thompson (0); 2. Monty Leflore (1); 3. Herb Faulstich (3).
 4-STRK: 1. Justin Conyer (4); 2. Kenny McCee (4); 3. Kevin Boyle (7).
 Short Course
 B: 1. Dwayne Nichols (0); 2. Kreg Kebodeaux (0); 3. Lewis Moffitt (0).
 YTH B: 1. Bobby Meek (13); 2. Clint Gann (13); 3. Jacob Hill (14).
 WMN B: 1. Donna Moore (1); 2. Becky Lewis (1); 3. Sheryl Lusk (2).
 200 C: 1. Charles Sanders (0); 2. Jeff Pascoe (0); 3. Paul Jackson (0).
 250 C: 1. Danie Hurbert (0); 2. Kevin Buckdeschell (0); 3. Jim Costello (0).
 OPEN C: 1. Hunter Klop (0); 2. Ed Eidam (0); 3. John Hall (0).
 C SR: 1. Mark Kerry (1); 2. Robert Stiles (2); 3. John Boone (3).
 4-STRK: 1. Chuck Howard (0); 2. Dennis Schell (0); 3. Jim Willis (2).
 VINT 30-40: 1. Rick Harper (62).
 VINT 40-50: 1. Randy Lusk (64).

Gessner, Uebelhor at Linton Motocross

By Ken Myers

LINTON, IN, MAR. 12

Larry Gessner and Scott Uebelhor won their classes, as nearly 187 riders showed up for the first race of the year at the Super Sports Racing facility.

Heavy A had the closest racing of the day with Gessner and Mike Hoffman doing battle. Hoffman got the holeshot in the first moto with Gessner a close second. Throughout all nine laps, Gessner showed Hoffman his front wheel down the straights and in the corners, and the two were side by side over the big double a couple times during the moto. Hoffman took the win in the first moto.

The second moto started like the first, with Hoffman grabbing the lead when the gate dropped and Gessner a close second again. Gessner was right on Hoffman's rear tire, and the two were again side by side over the double. Hoffman kept trying different lines until he made an outside pass in a corner on lap seven. Then he stretched his lead to win the second moto and take the overall.

Brad Lentz ran in first place during the first lap of the 125cc A first moto. Darin Cardwell and Scott Uebelhor were battling for second place. Lap five saw Lentz bobble, and Cardwell took over first with Uebelhor right behind. Lentz went to third. The first two battled until lap eight when Uebelhor got by Cardwell and won with a three-second lead.

Uebelhor nailed the start in the second moto and went on to win it by seven seconds. But the battle for second between Lentz, Greg Burns and Jonah Trussel lasted the whole moto. Trussel hung on for second place even though third-placed Burns was still pushing him right up to the end of the race.

Results

AUTO: 1. Reed Crane; 2. Aaron Green; 3. Broc Sims; 4. Pete Grider; 5. Bryan Pushtin.
 60: 1. Shawn Clark; 2. Chelsi Dunkelbarger; 3. Mike Ely; 4. Bradley Weiss; 5. Derek Davis.
 50 JR: 1. Shawn Clark; 2. Chelsi Dunkelbarger; 3. Mitchell Corbin; 4. Kenny Young; 5. Zach Allen.
 80 SR: 1. Doug Gray; 2. Michael Corbin; 3. Ritchey Moore; 4. Tyler Henderson; 5. Jody Brockman.
 (12-15): 1. Jeff Yates; 2. Ben Cergin; 3. Doug Gray; 4. Larry Taylor; 5. Robert Rollins.
 (16-24): 1. Darin Cardwell; 2. Rich Lowe; 3. Jim Brooks; 4. Brad Lentz; 5. Mike Hoffman.
 D OPEN: 1. Kevin Smith; 2. Ron Wright; 3. Mark Nelson; 4. Jason Wellman; 5. Jason Eller.
 125 C: 1. Buddy Brooks; 2. Pete Henderson; 3. Jeff Martin; 4. Craig Stumps; 5. Rodney Swartzentruber.
 H/W C: 1. Dewayne Monnett; 2. Michael Arnes; 3. Rich Scott; 4. Charles Williamson; 5. Curtis Deckard.
 125 B: 1. Tyson Bush; 2. Brent Long; 3. Rob Surface; 4. Nicholas Barber; 5. Ben Cergin.
 H/W B: 1. Brad Lentz; 2. Brent Olson; 3. Brad Kopsho; 4. Terry Parris; 5. Allen Reas.
 125 A: 1. Scott Uebelhor; 2. Jonah Trussel; 3. Brad Lentz; 4. Darin Cardwell; 5. Greg Burns.
 H/W A: 1. Larry Gessner; 2. Mike Hoffman; 3. Greg Burns; 4. Cullen Page; 5. Rich Lowe.
 25+ B: 1. Brad Lentz; 2. Brad Kopsho; 3. Brent Olson; 4. Shane Parker; 5. Rob Surface.
 30+ B: 1. Alex Boze; 2. Scott Biddle; 3. Randall Hyatt; 4. Charles Williamson; 5. Dennis Harlan.
 25+ A: 1. Larry Gessner; 2. Gary Adams; 3. Cullen Page; 4. John Schmutzler; 5. Steve Stover.
 30+ A: 1. Gary Adams; 2. John Schmutzler; 3. Jeff Swaby; 4. Bryan Kirkman; 5. Allen Drake.
 40+: 1. Dennis Harlan; 2. Jerry Barber; 3. Ken Myers.

Martin scores Clovis MX win

By P.A. Johnson

CLOVIS, NM, MAR. 19

Honda-mounted Chris Martin claimed the 250cc Novice class win after besting Brian Vogler by just one bike length at the Clovis Sportcycle Complex.

In the first moto, Rodney Kermedy grabbed the holeshot followed closely by the trio of Jimmie Barlaan, Vogler and Marlin Kennedy was able to use the clear track in front of him to build a lead while Barlaan, Vogler and Martin fought for second. By the end of lap two, Kennedy had established a sizable lead on the rest of the class.

AMA
Loretta Lynn's
 YOUTH, SENIOR & WOMEN
 AMATEUR, RAGER
NATIONAL MOTOCROSS CHAMPIONSHIPS
HONDA SUZUKI
KAWASAKI YAMAHA
SCOTT
FMF
FFX
DUNLOP

You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at the National level.

For 2-Day Area Qualifiers: **Saturday Classes (Other classes run on Sunday)

AMATEUR A & B/25/VET/SR/MR

- | | |
|------------------------|-------------------------------------|
| ** 1. 125 A Stock | 8. 250 B Modified |
| 2. 125 A Modified | 9. Open B/C |
| ** 3. 125 B Stock | 10. Plus 25 yrs |
| 4. 125 B Modified | 11. Vet A Plus 30 yrs |
| ** 5. 250/Open A Stock | 12. Vet B Plus 30 yrs |
| 6. 250/Open A Modified | 13. Senior Plus 40 yrs |
| ** 7. 250 B Stock | 14. Masters Plus 50 yrs (20 riders) |

PJ1

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YOUTH/AMATEUR C/WOMEN

- ** 15. 51 AMA Stock (4-6 yrs)
- ** 16. 51 AMA Stock (7-8 yrs)
- ** 17. 65 Stock (7-9 yrs)
- ** 18. 65 Stock (10-11 yrs)
- ** 19. 85 Stock (7-11 yrs)
- ** 20. 85 Stock (12-13 yrs)
- 21. 85 Modified (9-13 yrs)
- ** 22. 85 Stock (14-15 yrs)
- 23. 85 Modified (14-15 yrs)
- 24. SuperMini 80-100 (12-15 yrs)
- ** 25. 125 Stock (12-15 yrs)
- ** 26. 125 Modified (12-15 yrs)
- ** 27. 125 C Stock
- 28. 125 C Modified
- 29. 250 C Modified
- ** 30. Women 80-125*

*Incl. SuperMini & 100cc motorcycles

No pre-entry required at Area Qualifiers
 INFORMATION (419)478-5386/(304)594-1157

1995 NATIONAL CHAMPIONSHIP TRACKS

NORTHEAST AREA QUALIFIERS		
March 25/26	Birch Creek Motorsports, Danville, VA	(804)836-6333
April 1/2	Budds Creek, Budds Creek, MD	(301)475-2000
April 8/9	Walden Playboys MC, Walkkill, NY	(914)561-2126
April 15	Trailway Spdy, Hanover, PA	(717)359-4310
April 22/23	Steel City MX, Delmont, PA	(304)594-1157
May 6/7	Moto-Cross 338, Southwick, MA	(413)569-6635
May 13/14	Frozen Ocean, Auburn, NY	(315)784-5466
June 3/4	The Challenger, Indiana, PA	(412)726-5494
NORTHEAST AMATEUR REGIONAL		
June 17/18	Pleasure Valley Raceway, Armaugh, PA	(814)539-4114
NORTHEAST YOUTH REGIONAL		
June 24/25	Thunder Ridge MC, So Edmeston, NY	(607)847-6520

SOUTHEAST AREA QUALIFIERS		
March 19	Florida Motorsports Racing, Ocala, FL	(904)867-5183
March 25/26	Muddy Creek, Blountville, TN	(615)323-5497
April 1/2	Devils Ridge, Sanford, NC	(919)776-2412
April 22/23	Pepal/Air Dania MX Park, Dania, FL	(305)726-0049
April 29/30	Pro Sports, Wytheville, VA	(615)323-5497
May 6/7	HillBilly Hills, Macon, GA	(912)788-0413
May 20/21	Christiana Rcw, Christiana, TN	(615)896-3245
SOUTHEAST AMATEUR REGIONAL		
June 10/11	Echeconne MX, Macon, GA	(912)788-8227
SOUTHEAST YOUTH REGIONAL		
June 17/18	MX of Marion Co., Reddick, FL	(904)591-2050

MIDEAST AREA QUALIFIERS		
April 8/9	Midway MX, Mitchell, IN	(812)849-2402
April 15/16	Russell Racing, Millfield, OH	(614)797-2413
April 22/23	Knobby Hills MX, Hortonville, IN	(317)758-6200
April 29/30	Dutch Sport Park, Bloomington, MI	(616)695-6405
April 29/30	American Motor Spt., Dover, OH	(614)596-2057
May 6/7	COCR, Sugar Grove, OH	(614)861-6868
May 13/14	Baja Acres, Millington, MI	(517)871-3356
May 13/14	Daniel Boone MX Park, London, KY	(606)877-1364
MIDEAST AMATEUR REGIONAL		
June 24/25	Trojan Race Track, N. Webster, IN	(219)594-2649
MIDEAST YOUTH REGIONAL		
June 17/18	Red Bud MX, Buchanan, MI	(616)895-6405

NORTH CENTRAL AREA QUALIFIERS		
March 25/26	Midwest Motorsports, Kahoka, MO	(816)727-2136
April 2	Midwest MX, Great Bend, KS	(913)842-8272
April 1/2	Lincoln Trail MX, Casey, IL	(217)932-2041
April 8/9	Western KY Outdoors MX, Lowes, KY	(502)642-2345
April 22/23	Bailey's Motorsports Park, Hoopeston, IL	(217)283-6370
May 6/7	Lake Geneva Raceway, Lk. Geneva, WI	(815)728-0823
NORTH CENTRAL AMATEUR REGIONAL		
June 17/18	Western KY Outdoors MX, Lowes, KY	(502)642-2345
NORTH CENTRAL YOUTH REGIONAL		
June 24/25	Bailey's Motorsports Park, Hoopeston, IL	(217)283-6370

SOUTH CENTRAL AREA QUALIFIERS		
April 2	Midwest MX, Great Bend, KS	(913)842-8272
April 22	Swan MX Park, Tyler, TX	(903)882-7791
May 7	NM Competition Club, Albuquerque, NM	(505)868-0200
May 14	Thunder Mtn. Motorplex, Rusk, TX	(903)683-2765
May 21	Goodtimes MX Park, Nafalea, TX	(214)521-2069
SOUTH CENTRAL AMATEUR & YOUTH REGIONAL		
June 17/18	Swan MX Park, Tyler, TX	(903)882-7791

SOUTHWEST AREA QUALIFIERS		
April 30	Canyon Raceway, Peoria, AZ	(602)258-7223
April 30	Laguna Seca Raceway, Monterey, CA	(408)238-8208
May 14	Starwest MX Park, Moreno Valley, CA	(310)868-2728
SOUTHWEST AMATEUR & YOUTH REGIONAL		
June 18	Starwest MX Park, Moreno Valley, CA	(310)868-2728

NORTHWEST AREA QUALIFIERS		
May 14	Washougal, Washougal, WA	(503)673-1671
May 27	ML Baker MC, Bellingham, WA	(360)734-0773
May 28	Clarksbranch, Roseburg, OR	(503)673-1671
NORTHWEST AMATEUR & YOUTH REGIONAL		
June 25	Washougal, Washougal, WA	(503)673-1671

AMA AMATEUR/YOUTH MOTOCROSS FINAL		
Aug. 7-12	Loretta Lynn's, Hurricane Mills, TN	(419) 478-5386

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EVENTS



(Top) Tim McEntee (400) roosted his Suzuki TM400 Cyclone to the +30 Novice win during round two of the AHRMA Western Regional MX Series at Los Angeles County Raceway. (Below) Mike Andrews (601) and Tilden Styron (111) battled for top honors in the 250cc A class at the Devil's Ridge MX. Andrews came out on top in both motos for the overall win.

However, Kennedy's moto would end early, as he was forced to withdraw with mechanical problems. Barlaan took his newly inherited lead and held on for the win as he pulled away from Vogler and Martin, who came up just inches short of second place after a last-lap pass attempt on Vogler as they rounded the last turn.

Kennedy timed the gate perfectly at the start of the second moto and again had the early lead, but his second moto would end the same as the first did, with mechanical woes sidelining him after three laps. Martin, Barlaan and Vogler then ran three abreast down the whooped-out straight as they battled for the lead. Barlaan was the first to fall off the pace as he dropped his Honda in a soft, left-hand berm and had trouble restarting his bike.

Vogler then made a slight bobble, and Martin was able to pull in front. Vogler stayed with Martin, occasionally showing his front wheel, but couldn't complete the pass. Martin took the checkers for the second moto and the class win, narrowly defeating Vogler.

Results

- 250 PRO: 1. Adam Land (Hon).
250 INT: 1. Eric Breden (Yam); 2. Ed Lucero (Hon); 3. Chris Coleman (Hon).
250 NOV: 1. Chris Martin (Hon); 2. Brian Vogler (Yam); 3. Jimmie Barlaan (Hon); 4. Paul Johnson (Suz); 5. John Creasy (Kaw).
125 INT: 1. Isaac Medina (Suz); 2. Zach White (Yam).
125 NOV: 1. Adam Fortenberry (Yam); 2. Jeremiah Dearing (Suz).
125 BEG: 1. Jamie Doshier (Hon); 2. Bo Moffitt (Suz); 3. Dawnn McMillan (Yam); 4. David Graham (Suz); 5. Damon Gonzalez (Kaw).
30+ A: 1. Ed Lucero (Hon); 2. Clinton Beavers (Kaw).
30+ B: 1. Bob Vilandry (Yam); 2. Gary Spencer (Kaw); 3. Paul Johnson (Suz); 4. Randy Black (KTM); 5. Dewitt Bishop (Kaw).

- 80 A: 1. Jeremiah Dearing (Suz).
80 B: 1. Isaiah Romero (Kaw); 2. Justin Jennings (Yam); 3. Sean Vilandry (Kaw); 4. Bud Foster (Yam); 5. Derek Coker (Hon).
80 BEG: 1. Ian Johnson (Yam).
60 B: 1. Sean Vilandry (Kaw); 2. Derek Coker (Kaw); 3. Richard Poe (Hon); 4. Matthew Strickland (Kaw); 5. Christopher Latter (Kaw).
P/W: 1. Hunter Foster (KTM); 2. Justin Williams (Hon); 3. Leigh Martin (KTM); 4. Andrew Tracy (Yam).
VINT: 1. Roy Sizemore (CZ).
WMN: 1. Dawnn McMillan (Yam).

Andrews unbeatable at Devil's Ridge Motocross opener

By Jay and Sharon Hauser

SANFORD, NC, MAR. 12

Mike Andrews came and conquered the competition to prove that he was the top rider at Devil's Ridge motocross' season opener. Andrews used the fact that the event was round two of the Carolina Ultra Series to cash in on some serious Suzuki contingency bucks as he topped four class wins with eight moto wins.

Andrews was among over 260 riders from five states and Canada but was clearly the most dominant rider at the event. Andrews took the overall wins in the tough 125 and 250cc A classes as well as hard-fought wins in the competitive 25+ and 30+ A divisions.

Andrews put his Suzuki Motorsports of Charlotte/Andrews Motorsports/Tuff Racing/Dasco Transport/Sidewinder/Maxima-backed RM250 up against the likes of David Price and Tilden Styron in 250cc A action. Styron pulled a tremendous holeshot over the field in moto one to lead the early going, but once Andrews made the pass for the lead, he stayed there. Styron held on to second while Brandon Turlington wedged his way between Price, Shane Templeton and Scott Shipley.

By moto's end, Price was able to work past Turlington for third behind Andrews and Styron, while the best battle for position was yet to unfold. The battle for fifth turned into a tight three-way fight, with Shipley holding the position, as Templeton and Derek Stull gave chase. With a half-lap to the checkered, Stull went down with an outside pass attempt on Temple-

ton. Then, as Templeton and Shipley rounded the final turn, Shipley was faced with a lapped rider. Shipley made his move for the line when the lapper faded to the outside, collecting Shipley and sending him to the ground. Templeton tiptoed past on the inside to take the final money-paying position.

Styron came away with another big holeshot over the field in moto two of 250cc A action, but just as before, Andrews was quick to get out front and build comfortable lead to the finish. Price had the wick turned up a bit in moto two and also picked off Styron to take second, which netted him second for the day, while Styron grabbed third. Stull ran as high as third during the moto until he slowly faded out of the top five.

Turlington put on the most determined ride in moto two after a brief meeting with the ground had him playing catch-up the whole moto. Turlington charged all the way to the checkered flag, and it paid off as he was able to leap past Shipley to take fourth by only about five inches as the two went over the finish-line jump.

Results

- 50: 1. Samuel Fitzwater (Yam); 2. Joshua Jordon (LEM); 3. Ryan Fitzwater (Yam); 4. Chris Norris (Suz); 5. Dustin Myers (Suz).
65: 1. Michael Willis (Kaw); 2. Jason Bryant (Kaw); 3. Matt Cooper (Kaw); 4. Zachary Kutschick (Kaw); 5. Phillip Ranker (Kaw).
85 (7-11): 1. B.J. Huntsinger (Kaw); 2. William Bryant (Yam); 3. Adam Overcash (Yam); 4. Robert Nunn (Suz); 5. Matt Cooper (Suz).
85 (12-15): 1. Bobby Ranker (Suz); 2. Jammie Garnett (Suz); 3. Jered Black (Suz); 4. Jeff Rogers (Suz); 5. Casey Barnes (Suz).
80 D: 1. Barry Carpenter (Hon); 2. Sam Williams (Yam); 3. Todd Oliver (Yam); 4. Candace Lee (Hon); 5. Marcus Noto (Yam).
S/MINI: 1. Jammie Garnett (Suz); 2. Jered Black (Suz); 3. Bobby Ranker (Suz); 4. Eric Barnes (Suz); 5. Nicholas Warner (Suz).
SCHBY: 1. Marcus Hedrick (Suz); 2. Richie Childers (Suz); 3. Zach Younce (Suz); 4. Jean Boutin (Kaw); 5. Josh Capps (Kaw).
125 A: 1. Mike Andrews (Suz); 2. Bobby Stovall (Kaw); 3. Chad Newton (Kaw); 4. David Price (Yam); 5. Chuck Shirley (Hon).
125 B: 1. Marcus Hedrick (Suz); 2. Jacob Dombrosky (Suz); 3. Caven Woodruff (Kaw); 4. Andy Caldwell (Suz); 5. Michel Desbiens (Hon).
125 C: 1. Richard Childush (Suz); 2. Jason Branson (Suz); 3. Kurt Inscow (Kaw); 4. Aaron Benfield (Kaw); 5. Nicholas McAllister (Kaw).
125 D: 1. Ronald Lewallen (Hon); 2. Barry Shiver (Kaw); 3. Randy Taylor (Hon); 4. Mike Vadase (Hon); 5. Chris Correll (Kaw).
250 A: 1. Mike Andrews (Suz); 2. David Price (Yam); 3. Tilden Styron (Suz); 4. Brandon Turlington (Hon); 5. Scott Shipley (Suz).
250 B: 1. Marcus Hedrick (Suz); 2. Jason Baldwin (Hon); 3. Jacob Dombrosky (Suz); 4. Caven Woodruff (Kaw); 5. Lee Williams (Kaw).
250 C: 1. Duran Johnson (Yam); 2. Stanley Pruett (Hon); 3. Neil Hall (Suz); 4. Russ Pichett (Kaw); 5. Paul Franklin (Hon).
250 D: 1. William Schaefer (Hon); 2. John Moore (Kaw); 3. Wayne Kiser (Kaw); 4. Nevan Rushing (Hon); 5. Michael Newton (Suz).
25+ A: 1. Mike Andrews (Suz); 2. Vann Gibson (Hon); 3. Scott Shipley (Suz); 4. Shane Templeton (Suz); 5. Curtis Daniels (Yam).
25+ B: 1. Chuck Green (Suz); 2. Duran Johnson (Yam); 3. Sidney Williams (Kaw); 4. Nelan McFaland (Kaw); 5. Jeff Elkins (Suz).
30+ A: 1. Mike Andrews (Suz); 2. Vann Gibson (Hon); 3. Scott Shipley (Suz); 4. Richard Desrosiers (Kaw); 5. Jay Hauser (Suz).
30+ B: 1. Doug Westmorland (Hon); 2. Paul Mundt (Yam); 3. Nick Allen (Hon); 4. Tim Langdon (Yam); 5. Jeff Balkum (Suz).
35+: 1. Darrell Bell (Hon); 2. Paul Mundt (Yam); 3. Stuart English (Hon); 4. Nick Allen (Hon); 5. Thomas Perkins (Suz).
40+: 1. Alain Desrosiers (Yam); 2. Mike Bodenhamer (Hon); 3. Jeremy Evers (Yam).
U/L: 1. Jason Baldwin (Hon); 2. Stoner Ross (Kaw); 3. Roger Carrico (Hon); 4. Stanley Pruett (Hon); 5. Kurt Inscow (Kaw).

Smith smooth at LACR vintage Motocross

By Matt Hilgenberg

PALMDALE, CA, MAR. 19

Maico rider Rich Smith earned the 500cc Intermediate victory at round two of the American Historic Racing Motorcycle Association's Western Regional MX Series at Los Angeles County Raceway without ever winning a moto.

Moto one of the 500cc Intermediates saw Bill Leonardo head the field over Larry Hipp and Smith, making it a 1-2-3 sweep for Maico. There was an accident on the opening lap of moto two, which brought out the red flag and sidelined Hipp with a broken wrist after he struck fallen rider (and his neighbor) Mason Butler, who had finished sixth in the first event.

On the restart, it was Ed Lowenberg's Bultaco that showed the way, but that moto win, combined with his first-moto fifth, was only good for third overall. Smith's 3-2 finishes on the day gave him the overall on a tie breaker with Leonardo, who carded a 1-4. Fourth overall and first four-stroke was BSA B50-mounted Keith Petrangelo.

The 30+ Novice division was 13 riders strong this time, and the other 12 entrants had to follow Suzuki TM400 rider Tim McEntee. McEntee got a 10th-place start in moto one, was up to second by the end of the first lap, then motored past the leader and on to victory, probably earning himself an Intermediate-class competition card. Ossa Phantom rider Paul Lima was second overall ahead of Don Beese.

J.D. Bramlet overcame a slipping clutch to top each of the Premier 500 II Intermediate races

on his BSA B44. Second in each contest was Jim Keeton, who rides a twin-pipe CZ 360. Charlie Beck, who is still sorting out an oval-barrel Maico, was third, ahead of Jack Monger, who debuted a new Triumph 500 twin.

Results

- PREM L/W NOV: 1. Bill Samstag (Gre).
PREM L/W EX: 1. Matt Hilgenberg (Tri); 2. Jack Ausmus (BSA).
PREM 500 NOV: 1. Jim Cooke (Mat).
PREM 500 INT: 1. John Huegel (Ind); 2. Terry Pratt (BSA).
PREM 500 EX: 1. Matt Hilgenberg (Ric-Mat).
PREM ULTRA L/W II NOV: 1. Russell Heck (Hus); 2. Kent Butler (Ric).
PREM ULTRA L/W II INT: 1. Paul DuChene (Hod); 2. Joe Lorenzen (CZ); 3. John Gulliford (Ric).
PREM ULTRA L/W II EX: 1. Norm Bigelow (V-T).
PREM L/W II NOV: 1. Bill Samstag (Gre).
PREM L/W II INT: 1. Keith Lynas (Oss); 2. David Janiec (AJS); 3. Joe Lorenzen (AJS); 4. John Gulliford (Oss).
PREM L/W II EX: 1. John Le Fevre (Hus).
PREM 500 II NOV: 1. Ed Reedy (Tri); 2. Ike Winchell (Ric).
PREM 500 II INT: 1. JD Bramlet (BSA); 2. Jim Keeton (CZ); 3. Charlie Beck (Mai); 4. Jack Monger (Tri).
PREM 500 II EX: 1. John Le Fevre (Hus).
125 NOV: 1. Joel Hanson (Hon); 2. Chris Frei (Yam).
125 INT: 1. Bryan Davis (Hon); 2. Mark Arsenaault (Hon); 3. Ronald Harrison (Hon); 4. Chris Morton (Hon); 5. Larry Hipp (Hus).
125 EX: 1. Mark Brooks (Hon); 2. Chris Radzinski (Kaw); 3. Bill Clem (Hon); 4. Scott Davis (Hon).
250 NOV: 1. Daved Kuns (Hon); 2. Rich Yelkin (Bul); 3. Don Meiner (Hon); 4. Don Beese (Hon); 5. Paul Lima (Oss).
250 INT: 1. Rick Price (Mai); 2. Keith Lynas (Oss); 3. Ed Lowenberg (Bul); 4. Sam Hayes (Hon); 5. Randi Perkins.
250 EX: 1. John Greenway (Hon); 2. Tim Nash (Hus); 3. Kelly Owen (Hon); 4. Jim Sendelbach (Hon); 5. Chris Radzinski (Kaw).
500 NOV: 1. Glenn Crossno (Hus); 2. Tim McEntee (Suz); 3. Don Meiner (Suz).
500 INT: 1. Rich Smith (Mai); 2. Bill Leonardo (Mai); 3. Ed Lowenberg (Bul); 4. Keith Petrangelo (BSA); 5. Lloyd Boland (CZ).
500 EX: 1. Greg Carter (Mai); 2. Kelly Owen (CZ); 3. Greg Blazek (Mai); 4. Ron Melton (Bul); 5. John Lundgren (Bul).
OPEN TWIN INT: 1. Myron Lapka (Tri); 2. Mike Ruppert (Ric).
WOMEN INT: 1. Debbie Kane (Ric).
30+ NOV: 1. Tim McEntee (Suz); 2. Paul Lima (Oss); 3. Don Beese (Hon); 4. Rich Yelkin (Bul); 5. Rick Wheeler (Mai).
30+ INT: 1. Ken Greene (CZ); 2. Rick Price (Mai); 3. Keith Lynas (Oss); 4. Blair Risnes (Hon); 5. Ed Lowenberg (Bul).
30+ EX: 1. John Greenway (Hon); 2. Greg Carter (Mai); 3. Mark Brooks (Hon); 4. Norm Bigelow (Kaw); 5. Jim Sendelbach (Hon).
40+ NOV: 1. Don Meiner (Hon); 2. Chuck DeRan (Yam); 3. James Halluck (Suz); 4. Russell Heck (Hus); 5. JW Carver (Hon).
40+ INT: 1. Ken Greene (CZ); 2. Charlie Beck (Mai); 3. Keith Petrangelo (BSA); 4. Rich Smith (Mai); 5. Bob Spicer (CZ).
40+ EX: 1. Randy Lewis (Oss); 2. Gary Egloff (Hus); 3. Jack Ausmus (BSA).
50+ NOV: 1. Jim Cooke (Mat); 2. Bruce Chasmer (Hus); 3. Norm Blackman (Kaw); 4. Paul Elmore (BSA).
50+ INT: 1. Dennis Tooman (Hon); 2. Paul Leos (Hus).
BOMBR: 1. Randy Lewis (Hon); 2. Eric Cook (Kaw); 3. Jeff Nash (Kaw); 4. Don Meiner (Yam); 5. Tim McEntee (Yam).

Jones sweeps Ocala Motocross qualifier

By Kyle Myers

OCALA, FL, MAR. 19

Over 270 riders came out to the Florida Motorsports Complex to compete in the first Southeastern Area Qualifier for the Loretta Lynn's Amateur Nationals, and Kenneth Jones was the top rider of the day, winning three classes.

Jones won the 125cc B Modified 250cc B Modified and 250cc B Stock divisions.

In the first 250cc B Stock moto, Jones jumped out to the early lead with Jason Wasdin following. Jones added to his lead on every lap until he fell in the back section of the course, handing the lead to Brian Raymond. Jones quickly picked up his machine and closed in on Raymond by the last lap. As the two front-runners entered the final corner before the finish, Jones forced his way by Raymond to take the opening-moto win. Raymond fell over and let Wasdin by for second. Raymond, Chris Leonard and Brett Bohannon completed the top five.

Moto two was all Jones from start to finish. Jones, on his TriCity/Axo/Scott/Pro Circuit-backed Honda, left the field behind to score the overall ahead of Raymond, Wasdin, Leonard and Todd Ritchie.

Jones was at it again in the 250cc B Modified race and easily won both motos over James McCormick, Wasdin, Derrick Januszky and Bohannon.

In the 16-rider 125cc B Modified race, Jones battled with Jason Thomas and Ronnie Renner. Thomas won the first moto, with Jones, Renner, Marcus Pedrero and Darren McElhatten rounding out the top five. In moto two Jones led wire to wire to secure the victory over Thomas, Renner, Pedrero, and McElhatten.

Thomas later returned to win all four motos in the 125cc Youth Stock and Modified divisions. Other double class winners included Travis Pastrana in the 85cc (7-11) Stock and 85cc (9-13) Modified divisions, Ricky Hampshire in the 250cc A Stock and 25+ classes, Jason Dodds in the 125cc A and 250cc A Modified classes, and Jesse Adams in the 85cc (14-15) Stock and Modified classes.

Results

- P/W (4-6): 1. Ricky Renner (Yam); 2. Bud Cato (KTM); 3. Trey Thompson (KTM); 4. Angela Moore (Yam); 5. Jerrod Brown (Yam).
P/W (7-8): 1. Matt Goerke (Cob); 2. Cody Roth (KTM); 3. John Roberson (Cob); 4. Michael Lozaw (Cob); 5. Marisa Hampshire (LEM).

65 (7-9): 1. Kyle Williamson (Kaw); 2. Matt Goerke (Kaw); 3. Perry Kirton (Kaw); 4. Cody Roth (Kaw); 5. John Roberson (Kaw).
 65 (10-11): 1. Paul Perebijnos (Kaw); 2. Parker Kirton (Kaw); 3. Dustin Lynn (Kaw).
 85 (7-11) STK: 1. Travis Pastrana (Suz); 2. Chaz Northey (Kaw); 3. Paul Perebijnos (Hon); 4. Dan Truman (Kaw); 5. Jeff Moore (Suz).
 85 (9-13) MOD: 1. Travis Pastrana (Suz); 2. Jessie Ballard (Suz); 3. Tyson Hadsell (Yam); 4. Troy Adams (Suz); 5. Clint Shealy (Yam).
 85 (12-13) STK: 1. Jessie Ballard (Suz); 2. Tyson Hadsell (Yam); 3. Troy Adams (Suz); 4. Clint Shealy (Yam); 5. Jason Bell (Hon).
 85 (14-15) STK: 1. Jesse Adams (Suz); 2. Tim Bantle (Kaw); 3. Brandon Smith (Yam); 4. Mark Taylor (Suz); 5. Jeff Kling (Yam).
 85 (14-15) MOD: 1. Jesse Adams (Suz); 2. Tim Bantle (Kaw); 3. Marlin Taylor (Suz); 4. Brandon Smith (Yam); 5. Jeff King (Yam).
 S/MINI: 1. Derrick Kain (Suz).
 125 YTH STK: 1. Jason Thomas (Hon); 2. Ray Hansen (Kaw); 3. Scott Moore (Suz); 4. Darren McElhatten (Suz); 5. Vincent Devall (Yam).
 125 YTH MOD: 1. Jason Thomas (Hon); 2. Darren McElhatten (Suz); 3. Ray Hansen (Kaw); 4. Aaron Perkins (Suz); 5. Vincent Devall (Yam).
 125 B STK: 1. Ronnie Renner (Yam); 2. Jason Thomas (Hon); 3. Kenneth Jones (Hon); 4. Wayne Schaefer (Suz); 5. James McCormick (Suz).
 125 B MOD: 1. Kenneth Jones (Hon); 2. Jason Thomas (Hon); 3. Ronnie Renner (Yam); 4. Marcus Pedrero (Suz); 5. Darren McElhatten (Suz).
 125 A MOD: 1. Jason Dodds (Yam).
 250 A STK: 1. Ricky Hampshire (Hon); 2. Ken Tackett (Yam); 3. Scott Wallon (Kaw).
 250 A MOD: 1. Jason Dodds (Yam); 2. Brandon Cunningham (Kaw).
 250 B STK: 1. Kenneth Jones (Hon); 2. Brian Raymond (Yam); 3. Jason Wasdin (Hon); 4. Chris Leonard (Hon); 5. Todd Richie (KTM).
 250 B MOD: 1. Kenneth Jones (Hon); 2. James McCormick (Suz); 3. Jason Wasdin (Hon); 4. Derrick Januszyk (Hon); 5. Brett Bohannon (Hon).
 125 C STK: 1. Bryan Sapp (Hon); 2. Justin Moulton (Suz); 3. Scott Moore (Suz); 4. Jim Prevatt (Yam); 5. Cory Willey (Kaw).
 125 C MOD: 1. Justin Moulton (Suz); 2. Scott McGuigan (Hon); 3. Jesse Fleming (Hon); 4. J.D. Holmes (Yam); 5. Cory Willey (Kaw).
 250 C MOD: 1. Keith Morgan (Yam); 2. Gary Emerson (Kaw); 3. David Lowery (Suz); 4. David Cell (Yam); 5. Pierre Khawly (Suz).
 25+: 1. Ricky Hampshire (Hon); 2. Lee McIlvaine (Yam); 3. Jeff Lampe (Suz); 4. Steve Dye (Kaw); 5. Bob Kiesel (Yam).
 Vet A: 1. Lee McIlvaine (Yam).
 Vet B: 1. Steve Dye (Kaw); 2. Tim Eggers (Suz); 3. Bob Kiesel (Yam); 4. Larry Foster (Hon); 5. Drew Justice (Kaw).
 40+: 1. Tom Fogg (Kaw); 2. Charles Kiesel (Kaw); 3. Randy Kelley (Kaw); 4. James O'Donal (Kaw); 5. Charles Lehing (Hon).
 50+: 1. Frank Carillo (Hon); 2. George Singler (Hon); 3. Charles Lehing (Hon); 4. Tom Rickbradt (Hon).
 WMN: 1. Beth Lewis (Kaw); 2. Chris Cummings (Hon); 3. Robin Miller (Suz); 4. Tracy Moore (Hon).
 OPEN NOV: 1. Pierre Khawly (Suz); 2. Eric Henderson (KTM); 3. Rich Leonard (Kaw); 4. Andrew McElroy (Hon); 5. Thor Loper (KTM).

Jimmy Jack Enduro

By Randy Presthus

GAINSVILLE, TX, MAR. 26

The Ft. Worth Trailblazers continued their 25-year enduro tradition by hosting the sixth annual Jimmy Jack Enduro near Gainesville with Todd Harris scoring the overall win at the event which was dual-sanctioned, encompassing the Black Jack and Texas Enduro circuits.

Some 310 riders defied the sporadic rain that started Saturday afternoon and lasted through Sunday morning to compete in the event. Dust was not a problem, and the sandy trails packed in nicely. Harris bagged the overall win after dropping a mere three points edging out Michael Gillit and Steve Travis by 16 and 77 tie breaker points, respectively. Travis lost the overall by only tie breaker points for the second week in a row but still finished second in the AA class behind Gillit. From 1994 ISDE Junior team rider Vincent Davis had a great ride going until he got lost following several other riders after the second gas stop.

Checks two and 14 comprised the special test sections, with the last being the toughest, as it took points from all with its sandy, tight, tree-lined terrain that seemed to last forever.

Results

O/A: 1. Todd Harris (3 points).
 AA: 1. Michael Fillit (3); 2. Steve Travis (3); 3. Hayon Franklin (4); 5. Larry Peevey (13).
 200 A: 1. Donnie Simone (12); 2. Joel Britt (17); 3. Jay Roy (17); 4. Brad Rat (25).
 250 A: 1. Jeff Plunkett (8); 2. Billy Treadwell (11); 3. Chad Davis (12); 4. Kirk Spencer (20).
 OPEN A: 1. Floyd Alley (11); 2. Steve Underwood (13); 3. Wayne McMahan (15); 4. Jamie Mosier (30).
 INT A: 1. Bill Rogers (7); 2. Kelley Crenshaw (10); 3. Dave Berry (12).
 SR A: 1. Terry Long (10); 2. Barry Franklin (12); 3. Wayne Beindorf (12).
 O/A B: 1. Clay Boreing (7).
 200 B: 1. Tony McCall (17); 2. Derek Zinchuck (19); 3. Bill Bray (23).
 250 B: 1. Dusty Pannell (15); 2. Casey Smith (21); 3. David Clemens (22).
 4-STRK LONG: 1. Lorenz Wilkerson (9); 2. Jud Cowley (15); 3. Kenny McBee (20).
 OPEN B: 1. Glenn Hess (22); 2. Jac Richmond (22); 3. Ken Bolton (22).
 INT B: 1. Kevin Henslee (22); 2. Tim Haslett (26); 3. Gary Dennington (38).
 S/SR A: 1. Darrell Judy (9); 2. Will Hendrix (12); 3. Stan Simpson (13).
 SPTSIN SR A: 1. Rick Robinett (8); 2. John Boreing (9); 3. Larry Bolander (13).
 SR B: 1. Monty Leflore (20); 2. William Britt; 3. David Spencer.
 S/SR B: 1. Kenneth Langham (21); 2. James Lankford (130); 3. Zane Gibley (179).
 YTH A: 1. Mathew Glenn (62); 2. Jon Shoalmire (130).
 SHORT B: 1. Phillip Hoepfner (5); 2. Danny Waugh (7); 3. Chris Denny (9).
 YTH B: 1. Cody Fow (14); 2. Josh Weisenfelds (16); 3. Chase Dunn (18).

MOOSE
offroad



1995 APPALACHIAN DUAL SPORT TOUR

MAY 6-7

TOUR 2

RENFRO VALLEY, KY



SCHEDULE OF EVENTS

Friday: 5-9PM Registration at Headquarters
Saturday: 7-8:30AM Registration
 8:30AM Mandatory Riders' Meeting
 9:00AM Check-Out
 5:00PM Last Check-In
 6:00PM **Moose*Cycle News*Dunlop NGK*Suzuki DINNER**
 FREE to all 2-Day entrants
 (Family & Friends welcome for additional fee)
Sunday: 7-8:30AM Registration
 8:30AM Mandatory Riders' Meeting
 9:00AM Check-Out
 3:00PM Last Check-In
 4:00PM Awards & Contingency Prizes

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 304-594-1157 or 292-2122
 (fax) 304-594-1991

The second round of our Tour takes you to another famous music destination - Renfro Valley, Kentucky. Famous for its Bluegrass music, Renfro Valley is chock-full of friendly folks and festivities. Our Tour takes you through the Daniel Boone National Forest, for which we obtained a special use permit. The Daniel Boone Run promises to be a real 'show stopper' for the Appalachian Tour.

AMA
SANCTIONED

AWARDS

(Only 2-Day Participants eligible)

SHERLOCK HOLMES (Most Observant) IRON BUTT (Longest Distance on Bike to Event)
 HARD LUCK COOL DUDDS (Best Dressed)
 SPORTSMANSHIP SCAVENGER HUNT (Best Participant)
 SILVER FOX (Oldest Rider)
 VINTAGE (Oldest Bike - MUST be LEGALLY Licensed)
 POKER RUN: Riders (Top 10 Hands)
 Passengers (Top 3 Hands)



HEADQUARTERS: Renfro Valley Resort Renfro Valley, KY
 I-75 at Exit 62 (15 min. S. of Berea; 45 min. S. of Lexington;
 2 hrs. N. of Knoxville)

ACCOMMODATIONS
 Renfro Valley: 800/765-7464
 (Motel & Camping) 606/256-2638
 Days Inn: 606/256-3300
 Econo Lodge: 606/256-4621
 Best Western: 606/256-5156

PRE-ENTRY FEES:
 2-Day Rider: \$65.00
 1-Day Rider: \$35.00
 2-Day Passenger: \$40.00
 1-Day Passenger: \$20.00
 At Event: Add \$5 ea.

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CYCLE NEWS



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Amount: \$ _____ # _____

Name: _____

(Please Print)

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Street

City

State

Zip

AMA# _____

AGE _____

Passenger Name _____

Required (if you are not an AMA Member you can join at the event)

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Route 12, Box 267, Morgantown, WV 26505

Bike Make _____

Model _____

Year _____ cc _____

EVENTS



(Top) Tim Dowd (69D) and Brett Bemis (18E) finished 1-2 in the 250cc Pro class. Look closely and you will note that the hard-charging Bemis competes despite having no right hand. (Above) Jon Zahrt (810) was unflappable in the desert sand of Edwards A.F.B. as he cruised to the win in the Vet Expert class during the Desert Motorcycle Club's Outlaw Grand Prix.

WMN B: 1. Jennifer Garner (79).
WMN: 1. Ruth Ann Parsley (42); 2. Alice Bengy (398).
O/A C: 1. Charles Fulton (11).
125 C: 1. Zach Cambern (14); 2. Paul Jackson (16); 3. Jeff Fain (21).
200 C: 1. Lance King (15); 2. David White (24); 3. Jack Hall (31).
250 C: 1. Kevin Ruckdeschell (15); 2. David Montaivo (16); 3. Jimmy Kimball (19).
OPEN C: 1. Matthew Szabo (12); 2. John Rubenkenig (16); 3. Louis Szabo (20).
SR C: 1. Duane Dewey (43); 2. Dan Wylie (50); 3. Tommy Johnson (55).
INT C: 1. Clyde Walker (24); 2. Larry Heitman (43); 3. Greg Garner (58).
4-STRK SHORT: 1. Max Harkey (17); 2. Chuck Howard (20); 3. Gailon Culbertson (23).
S/55: 1. Zahn Lewis (29); 2. Grady Burch (84); 3. Dave Meers.

Rosa dusts Adelanto Short Track opener

By Fred Windum

ADELANTO, CA, MAR. 25

Jim Rosa took a borrowed bike and showed the pros the fast way around Sunrise Valley Raceway's new quarter-mile clay oval during the short track season opener in the motorcycle-friendly city of Adelanto.

The Rosa Concepts'-backed Rosa led almost wire to wire in both races of the two-moto format aboard an M&M/Tony Hoover/Dove Oil-sponsored Yamaha. Wood-Rotax-mounted Jim Kesler led the pros into turn one tailed by Rosa, A.J. Herrera, Dave Pefton and Dave Rust. Rosa

ran inside Kesler to take the lead down the back straight and left him to fend off the assault of Herrera, who tried for several laps to run outside of Kesler, making a pass stick on lap five. Kesler came to take second back, running hard into turn three and taking the runner-up spot briefly until his engine stalled. He managed to bump it off again, but Herrera and Dave Alexander slipped past, leaving Kesler fourth at the flag.

Rick Pearce appeared to lead a pack containing Herrera, Rosa and Alexander into the first corner, but Rosa once again came out on top of the pack of Rotax riders. Pearce momentarily passed back for top spot, but Rosa ran in low and took the lead back. Herrera pulled alongside Pearce, and the two swapped second for several laps. Herrera eventually pulled away and aimed for the leader. But Rosa held the inside line, forcing Herrera to take a high line that carried him alongside the leader and looking to make the pass stick. As the white flag came out Rosa and Herrera stayed side by side, but Herrera hit a slick spot in turn three and low-sided, handing top honors to Rosa, who was followed to the checkered flag by Pearce, Kesler and Alexander.

The modern vintage class looked like a Trackmaster reunion as it left the line, led by Don Meiner's TT500. Meiner was chased by Steve Hensley's BSA and the Triumphs of Rick Rockhold and Chris Wakula. Rockhold found a line he liked and ran around the outside of the leaders on lap five, pulling away to take the first race. Hensley worked past Meiner for second, putting Trackmaster bikes in the top two spots. Meiner, Tim McEntee and Wakula followed.

McEntee's TT500 jumped into the lead of the second race while Meiner, Rockhold and Hensley sorted out the order for the next few laps. Meiner and Rockhold both ran past McEntee, with Rockhold's Triumph leading the pack once again by lap three, leaving Meiner to battle Hensley for the number-two spot. Hensley then took over second, passing Meiner on the back stretch. Rockhold stayed up front and scored the

win, as Hensley, Meiner and McEntee closed up and finished in that order.

Results

OPEW PRO: 1. Jim Rosa; 2. Rick Pearce; 3. Jim Kesler; 4. Dave Alexander; 5. A.J. Herrera.
MDRN VINT: 1. Rick Rockhold; 2. Steve Hensley; 3. Don Meiner; 4. Tim McEntee; 5. Chris Wakula.
250 PRO: 1. Tim Dowd; 2. Brett Bemis; 3. Derek Mahan.
500 NOV: 1. Bob Cobb; 2. John Garcia; 3. R.S. Hollywood; 4. Darrin Dwyer; 5. Johnny Fuerst.
600 BEG: 1. Bill Kolkman; 2. Jason Rockhold; 3. Don Meiner; 4. Tim McEntee.
CLSSC VINT: 1. Clark Edgington; 2. Bill Kolkman; 3. Charles Koog; 4. Mat Campbell; 5. Rick Rockhold.
500 OPEN: 1. Don Meiner; 2. Dave Alexander; 3. Tim McEntee.
OPEN NOV: 1. Fred Berger; 2. Chris Wakula.

Zahrt bombs vets at Edwards Grand Prix

By Greg Robertson

EDWARDS A.F.B., CA, MAR. 19

Desert Wheels M.C. played host to California Racing Club's Outlaw Grand Prix at Edwards Air Force Basson an extremely rough, whooped-out and lengthened track that seemed to suit Jon Zahrt just fine as he buried the competition in the Vet Expert class.

Zahrt got things started off in his favor by nabbing the holeshot from the dead-engine start. Rodney Morrison was running a close second followed by Rod Richardson, Brian Vargus and Jeff Black. Morrison clung to the rear fender of Zahrt for a lap before Zahrt got used to the track and started to pull away. A lap later, Zahrt had built a 10-second cushion over Richardson, who had roosted around Morrison to move into second. A good battle raged for fourth between Vargus, Black and Leo Saul. Black was forced to keep his RM125's throttle pinned in an attempt to stay with the 250cc machines of Vargus and Saul in the deep Edwards sand.

A smooth-riding Zahrt was building on his lead with each passing lap. After 45 minutes of racing, Zahrt greeted the checkers first with 40-seconds to spare. Richardson came across the line in second. Black never backed off and was rewarded with a third-place finish ahead of Saul and Gene Dickinson.

Dan Bernardino led the Over The Hill Gang Novice class for a little over a lap before Dan Smith made his way into the lead. Once out front, Smith said goodbye to the field and never looked back. Ernie Whitlock came up from his seventh-place start to battle with Scott Wheeler, John Curran and Tim Kelly over the runner-up position for most of the race. Whitlock proved to be the strongest as the laps wound down, and he pulled clear of the others for a well-deserved second-place finish. Kelly held off Curran for third with Wheeler taking fifth.

Randy Dreyer led every inch of the OTHG Intermediate ranks for the win. Steve Caston put in an impressive ride, coming from an 11th-place start to move all the way up to second place by the sixth lap where he would eventually finish. Jim Pierce also did a good job of working up through the large field from his midpack start to garner third on the day ahead of John Rizzo and David Rodriguez.

Results

P/W B-2: 1. Dave Carter (Yam); 2. Tylor Pineda (Yam); 3. T.A. Walker (Yam); 4. Ty Cribbs (Yam); 5. Lucas Mitchell (Yam).
P/W B-1: 1. Chris Jancich (Yam); 2. Edward Herring (Yam); 3. Nicholas Solley (Yam); 4. Ralphie Spinelli (Yam); 5. Robert Alon (Yam).
P/W A: 1. Jared Tebo (Yam); 2. Ricky Hemme (Yam); 3. Michael Parker (KTM); 4. Charles Messer (Yam).
P/W MOD: 1. Bryce Terzian (Suz); 2. Zachary Lay (Suz).
60 BEG: 1. Michael Parker (Kaw); 2. Bo Williams (Kaw); 3. Troy Tittlemier (Kaw).
60 (0-8): 1. Vincent Rhoads (Kaw); 2. Billy Bloom (Kaw); 3. Ricky Hemme (Kaw); 4. Ricky Oliver (Kaw).
60 (9-11): 1. Caleb Gosselaar (Kaw); 2. Nicholas Burson (Kaw); 3. Jason Medina (Kaw); 4. Frankie Pineda (Yam).
80 BEG: 1. J.C. Abbott (Kaw); 2. Miles Buck (Kaw); 3. Vincent Rhoads (Suz); 4. Nicholas Burson (Suz); 5. Shane Fox (Kaw).
80 (7-11): 1. Scott Howe (Suz); 2. Shane Smith (Suz); 3. Blake Mitchell (Suz); 4. Gerard Patin (Yam); 5. Jo Neitzel (Kaw).
80 (12-13): 1. J.J. Bonanno (Yam); 2. Todd Gosselaar (Kaw); 3. Donnie Durrer (Suz); 4. Chaz Smith (Yam); 5. Tyson Tittlemier (Suz).
80 (14-16): 1. Scott Priputen (Yam); 2. D.J. Priputen (Yam).
DECADE: 1. Greg Robertson (Yam).
125 BEG: 1. James Newman (Kaw); 2. Jay Schreffler (Yam); 3. Kevin Townsend (Hon); 4. Roger Kaz (Hon); 5. Art Salazar (Yam).
125 NOV: 1. Chris Neitzel (Suz); 2. Dean Ostrander (Suz); 3. Chris Thompson (Suz); 4. Kevin Jackson (Hon); 5. Tyler Buck (Suz).
125 INT: 1. Brian Sweany (Suz); 2. D.J. Sweany (Kaw).
125 PRO: 1. Erik Lindstrom (Hon).
250 BEG: 1. Shawne Chamberlin (Kaw); 2. Phillip Zackrisson (Suz); 3. Marche Karger (Hon); 4. William Potts (Suz); 5. Dan Robinson (Suz).
250 NOV: 1. Dan King (Yam); 2. Corina Cetinea (Kaw); 3. Cole Townsend (Hon).
250 INT: 1. Paul Gilmartin (Hon).
250 PRO: 1. Nick Mairose (Suz); 2. Andy Nelson (Hon).
500 BEG: 1. Royce Reed (Hon).
JR VET BEG: 1. Lawrence Page (Yam); 2. Kevin Franton (Kaw); 3. Kevin Greene (Hon); 4. Charles Shannon (Hon); 5. Sean Moran (Kaw).
JR VET NOV: 1. Jeff Finch (Hon); 2. Mike Johnson (Suz); 3. John Jefferies (Hon); 4. Gabi Abayou (Hon).
JR VET INT: 1. Malcolm Solley (Hon); 2. Todd Broussard (Kaw).
JR VET EX: 1. Jeff Barbacovi (Yam).

VET BEG: 1. Kip Temple (Hon); 2. Brent Pokay (Yam); 3. Bill Prosser (Kaw); 4. John Sullivan (Hon); 5. John Chapman (Yam).
VET NOV: 1. Cabe Mendez (Hon); 2. Harold Smith (KTM); 3. Ralph Collins (Kaw); 4. Bruce Tebo (Hon); 5. Rick Carr (Hon).
VET INT: 1. Randy Tittlemier (Suz); 2. Mark Clark (Kaw); 3. Frank Costanzo (Hon); 4. Vince Baioni (Hon); 5. Daryl Hambleton (Kaw).
VET EX: 1. Jon Zahrt (Yam); 2. Rod Richardson (Yam); 3. Jeff Black (Suz); 4. Leo Saul (Yam); 5. Gene Dickinson (Yam).
SR BEG: 1. Tom Dyer (Kaw); 2. Mel St. John (Kaw).
SR NOV: 1. Michael Burnett (Suz); 2. Tim Mitchell (Kaw); 3. Paul Hitt (Kaw).
SR EX: 1. Ken Renaux (Hon).
OTHG BEG: 1. Mark Johnson; 2. Steve Matson; 3. Mike Caluse; 4. Randy Bearers; 5. Blake Koecher.
OTHG NOV: 1. Dan Smith; 2. Ernie Whitlock; 3. Tim Kelly; 4. John Curran; 5. Scott Wheeler.
OTHG INT: 1. Randy Dreyer (Hon); 2. Steve Caston; 3. Jim Pierce; 4. John Rizzo; 5. David Rodriguez.
OTHG EX: 1. Joe Crouch (Kaw); 2. Dennis Stubblefield (Hon); 3. David Fajardo (Yam); 4. Dan Townsend (Hon); 5. Kyle Parsons (Suz).
OTHG PRO: 1. Marc Johnson (Suz).
O/T NOV: 1. John Craft (Kaw); 2. Larry Kirsch (Hon); 3. John Webb; 4. Barry Simon; 5. Kurt Sofka (Kaw).
O/T AM: 1. Charles Howell (Yam); 2. Chuk Rowe; 3. David Burson; 4. Fred Kalmick (Kaw); 5. Phil Black (Hon).
O/T EX: 1. Bob Sherred (Hon); 2. Richard Bealer (Yam); 3. Hal Grady (Hon); 4. Ken Beach (Hon); 5. Jim Mc Connell (Kaw).
O/T MSTR: 1. Jerome Gibson (Hon); 2. Terry Davis (Hon); 3. Jack Royen; 4. Jack Kell (Hon); 5. Alan Gerkey.

Harsha, Lane hot at Gold Beach Short Track

By Clay Light

GOLD BEACH, OR, MAR. 26

National number 76 Jeff Harsha and 1994 80cc National Amateur Short Track Champion Mickey Lane were among an all-star lineup of class winners during the next-to-last indoor short track race at the Curly County Fairgrounds Exposition Arena.

Qualifying kicked off the day's program with Harsha and Honda-mounted Clift Helms picking up Open class wins. Harsha breezed to a win in his heat while Helms fought off former AMA Junior Pro Bob Ingle to win heat two. In the day's largest class, Sean Light, Erick Vallejo and Lane won 80cc preliminaries.

Harsha wasted little time jumping out front of the 15-lap Open A main event, leading Helms and Yamaha-mounted Ingle, who put a wheel underneath Helms to go after Harsha but couldn't hold the spot and would spend the remainder of the race chasing Helms. By lap seven, Harsha had lapped up to third place, and with three laps to go, lapped second-placed Helms en route to a win aboard the Evergreen Drywall/Golden West M/C Accessories-backed Rotax. Ingle took third ahead of Honda riders Roger Sherrell and former pro Jake Jones.

In the 80cc A main, polesitter Light shot out front of the two-row final and tried to keep Lane behind him for five laps. The National Champion Lane then passed Light and maintained a slim lead to pick up a win on the Red Line Oil/J&D Custom Embroidery/Style King/Armadio-prepared Suzuki. Light's second-place finish was good for the amateur portion win while experts Travis Ingle, Damien Saitzman and Amy Light filled the top five.

Californian Shawn Higham rode impressively enough all day to score a sweep of the combined 50/60cc class, taking a wire-to-wire win in the A main over fellow KX rider Frankie Lane and Suzuki-mounted Brad Strong.

Results

OPEN A: 1. Jeff Harsha (Rtx); 2. Cliff Helms (Hon); 3. Bob Ingle (Yam); 4. Roger Sherrell (Hon); 5. Jake Jones (Hon).
80 A: 1. Mickey Lane (Suz); 2. Sean Light (Kaw); 3. Travis Ingle (Suz); 4. Damien Saitzman (Hon); 5. Amy Light (Kaw).
60 A: 1. Shawn Higham (Kaw); 2. Frankie Lane (Kaw); 3. Brad Strong (Suz).

Storrie breaks Gila Bend H&H

By Tony Tellier

GILA BEND, AZ, MAR. 26

Brian Storrie, competing in only his second desert race, rode his Kawasaki KX250 to a surprising victory in Whiplash Motorsport's 150-mile Gila Bend desert race on Sunday.

A student at the Motorcycle Mechanics Institute, Storrie was exhilarated after completing the course in three-hours, 13 minutes and 49 seconds.

"This was the fastest I've ever ridden," Storrie said. "But not necessarily the best."

A midrace, over-the-bars accident cost Storrie a few positions but when new leader Michael Schumacher crashed and suffered a broken hand, Storrie inherited the lead.

The injured Schumacher still finished in second, with Carlo Caya third and Bob Jablonsky fourth. A greatly improving David Perez was fifth.

Senior Experts Tom Schmid and Wayne Deckleaver had a terrific battle to finish 10th and 13th overall, respectively, in the 130-bike event.

Mike Jankowski rode a borrowed KX 125 to second in the Novice class and first overall 125.

Jankowski ran out of gas a scant hundred yards from the pits after 100 miles and pushed the bike in for refueling. Floyd Guerera bought a CR250 at the urging of his friends and chose the Gila Bend event as his first race. Guerera finished fourth in the Beginner class.

A strong field of 50+ class riders was defeated by Olen Webb who stopped after two laps only to be informed that he had more to do. The vertically challenged RMX rider had to drag out his milk crate, step up, remount and do another 50 miles for the victory. Don Bull and Baja racer Jim Moore were second and third in the class, respectively.

Results

O/A: 1. Brian Storrie (Kaw); 2. Michael Schumacher (Hon); 3. Carlos Caya (Hon); 4. Bob Jablonsky (Kaw); 5. David Perez (Kaw).
PRO: 1. Brian Storrie (Kaw); 2. Jeff Minster (Hon); 3. Hans Vanderwaal (Hon).

EX: 1. Michael Schumacher (Hon); 2. Carlos Caya (Hon); 3. Bob Jablonsky (Kaw); 4. David Perez (Kaw); 5. Preston Pierce (KTM).

INT: 1. Mike Tongen; 2. Paul Traedge (KTM); 3. Richard Miller; 4. Alan Kim (Hon); 5. Jim Vesterdal (Hon).

NOV: 1. Craig Bell; 2. Mike Jankowski (Kaw); 3. Jerry Morrison; 4. LeRoy Butler; 5. Dale Schock.

SPTSMM: 1. Travis Zukowski; 2. Eugene Bryan; 3. Brian Wall; 4. Kevin Hamilton; 5. Joe Paden.

BEG: 1. Mike Cantanese; 2. Jeff Watson; 3. Tommy Thompson; 4. Floyd Guerera; 5. Dan Whatley.

SR EX: 1. Tom Schmid (Hon); 2. Wayne Deckleaver (Suz); 3. Pat Hoban (Kaw); 4. Jim Lasher.

SR: 1. Bill Wolfe; 2. Jerry Hall; 3. Tony Messenger; 4. Tom Young; 5. Tom Whatley.

S/SR: 1. Olen Webb (Suz); 2. Don Bull (Hon); 3. Jim Moore (Hon); 4. Joe Prosser (KTM); 5. Jay Keltz.

Elliott wins Houston Amateur Supercross

By Kat Spann

HOUSTON, TX, MAR. 25

Entries exceeded over 300 as racers made tracks to the Houston Astrodome from all across Texas, in addition to Louisiana, Arkansas, Oklahoma, New Mexico, Mississippi, Alabama, Kansas, and Mexico, to compete in an early morning Amateur Supercross event on Saturday.

But it was indeed a Texan, Travis Elliott, who made his mark on the event after claiming the 85cc and 125cc Youth (12-15) classes, winning the heats and main events in both. "It's pretty neat to be in the 125cc class," said Elliott. "I got lots of compliments, so it really made me feel good."

Elliott rode a modified minibike in the Youth class that housed a 105cc kit, giving him the extra cc's he needed to stay out front.

The 85cc (14-15) class had Team Green/Clear Lake Kawasaki/Pro Circuit/O'Neal/Acerbis/Sidi/Scott/Super B/Renthal-backed Elliott out front from the get-go in both the heat and main event, with Ryan Petty riding a consistent second and Cole Brown in third.

Elliott holeshot and won the heat race of the 125cc Youth (12-15) class with Nicholas Hamilton in the second position and Noe Alanis, of Mexico, in third. The main event saw both Elliott and Hamilton share the holeshot, with Hamilton edging out the minibike rider out of the first turn and taking the lead. Elliott, pushed back to fourth, found his way into third halfway through the first lap and then flew into the number-two spot past Roger Thayer in the second race to run side by side with Hamilton on lap two. Elliott was looking for the right line when he squared off in the corner in the north-side sweeper and continued to hammer down on Hamilton down the north wall and into the Scott Rockers, where he jumped past Hamilton and into first. Kent Lawler finished fourth, with Brandon Jones putting in a fine performance in fifth.

Results

51 AUTO-STK: 1. Jose A. Dela Garza (KTM); 2. Colt Stephens (LEM); 3. T.J. Brown (Yam); 4. Jonathan Villagran Martinez (Yam); 5. Michelle Marella (KTM).

65 (7-11): 1. Hunter Elliott (Kaw); 2. Billy Perran (Kaw); 3. Nicky Barr (Kaw); 4. Bradley Nekolas (Kaw); 5. Waylon McCulloch (Kaw).

85 (7-11): 1. Derek Gerdes (Kaw); 2. Zack Williams (Kaw); 3. James Marshall (Kaw); 4. Chance Niles (Kaw); 5. Ernie Phillips (Suz).

85 (12-13): 1. Bradley Barham (Kaw); 2. Barry Otts (Suz); 3. Ty Conner (Kaw); 4. Brandon Beabout (Kaw); 5. Trey Franks (Kaw).

85 (14-15): 1. Travis Elliott (Kaw); 2. Ryan Petty (Yam); 3. Cole Brown (Kaw); 4. Dwayne Glass (Kaw); 5. Chris Smith (Kaw).

125 YTH (12-15): 1. Travis Elliott (Kaw); 2. Nicholas Hamilton (Hon); 3. Roger Thayer (Kaw); 4. Kent Lawler (Kaw); 5. Brandon Jones (Hon).

125 C: 1. Brad Cannon (Kaw); 2. Cody Marek (Kaw); 3. Keith Karstedt (Kaw); 4. Scott Perkins (Hon); 5. Jayson Shatto (Yam).

125 B: 1. Charley Bogard (Suz); 2. Caleb Leath (Kaw); 3. Chris Istre (Kaw); 4. Dax Kastrin (Suz); 5. Kristy Shealy (Kaw).

250 C: 1. Adam Rhodd (Hon); 2. Kelly Karns (Kaw); 3. Reggie Pelt (Hon); 4. David Perez (Hon); 5. Tom Hudson (Kaw).

250 B: 1. Ross Dhayer (Suz); 2. Dax Kastrin (Suz); 3. Kristy Shealy (Kaw); 4. Todd Kirby (Suz); 5. Lee Upton (KTM).

25+: 1. Darryl Wills (Yam); 2. Mark Landry (Kaw); 3. Billy Jeffers (Kaw); 4. Lee Upton (KTM).

30+: 1. Rusty Gibson (Yam); 2. Lenny Darbonne (Hon); 3. Brian Hasten (Yam); 4. Tom Hudson (Kaw); 5. Tracey Blanton (Suz).

35+: 1. Jeff Smith (Hon); 2. Mark Maness (Hon); 3. Bobby Don Lewis (Kaw); 4. Dave Martin (Hon); 5. Wayne Richards (Suz).

40+: 1. David Hubbard (Hon); 2. Gary Anderson (Kaw); 3. Dan Kiblinger (Suz); 4. Raymond Rice (KTM); 5. Greg Labadie (Kaw).

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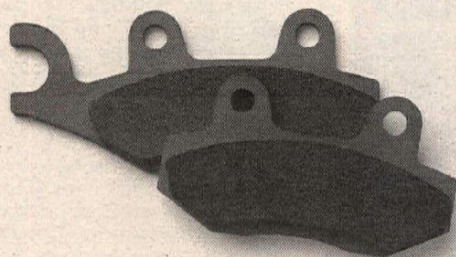
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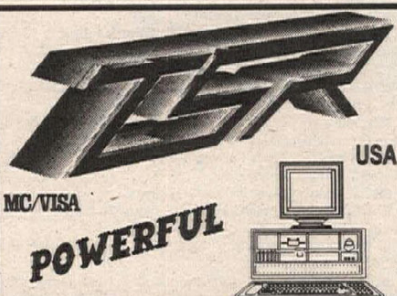
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(Top) Eric Schnell (40) and Jerry Aleman (16) diced for the Intermediate win at Perris Raceway. Schnell came out on top by posting 2-1 moto scores. (Above) Jimmy Lewis put ATK's new water-cooled 250 in the winner's circle with his Expert class victory at the Castaic Grand Prix.

Schnell shocks Perris MX

By Tony Alessi

PERRIS, CA, MAR. 25

Eric Schnell turned a lot of heads en route to the overall victory in the 125cc Intermediate class during GFI Super Saturday MX at Perris Raceway.

Schnell and the rest of the 125cc Intermediate class would be combined with the Pro class and would have to contend with riding two long, 10-lap motos. When the gate dropped for the start of the combined 125cc Intermediate/Pro race, the Orange County Suzukis of Don Upton and Eric Schnell led the way.

Behind the leaders, a four-way battle erupted between pro riders Marlo Painter, E.J. Wright, Heath Voss and Intermediate rider Jeny Aleman. As the race progressed, Upton pulled away while Schnell slowed.

"I have not been training to ride long motos like this," Schnell said. "The amateur Nationals that I have been racing are much shorter."

Painter was the first to pick off Schnell. Then two laps later the 14-year-old Aleman threaded his way through the Pros and took the Intermediate class lead from Schnell.

At the finish line, Upton and Painter finished 1-2 followed by Intermediate winner Aleman and Schnell in third and fourth. Pro rider E.J. Wright completed the top five.

The second moto saw Upton again in control with Schnell second and challenging for the lead. Schnell made a mistake just after the third lap by falling over in a technical section of the track. Schnell remounted in sixth just behind Aleman, who led the Intermediate class.

At this point the Pros took over the top four spots on the track, but the real action took place between Aleman and Schnell, as the two future Pros duked it out for the rest of the race. In the end, Schnell scooted around Aleman for the moto and overall win in the Intermediate class while Upton topped Painter and Voss in the Pro class.

Results

50 (4-6) STK: 1. Cole Seely (Yam); 2. Jonathan McCarthy (Yam); 3. Candice Matshagen (KTM); 4. Heather Dubin (KTM); 5. Brian Hiner (Yam).
50 (7-8) STK: 1. Michael Parker (KTM); 2. Sean Borkenhagen (Yam); 3. Chris Drovinn (Yam).
50 OPEN: 1. Jeff Alessi (KTM); 2. Jeff Alessi (Cob).
60 F/T: 1. Micky Griffin (Yam); 2. Kevin Hunter (Yam); 3.

Justin Hargrae (Yam); 4. Shawn Dionon (Kaw); 5. Brandon Hiner (Kaw).

60 BEG: 1. Kelly Tedder (Kaw); 2. Bruce Wilkinson (Kaw); 3. Michael Parker (Kaw); 4. Brian Larson (Kaw); 5. Brian Thompson (Kaw).

60 NOV: 1. Ross Garcia (Kaw).

80 F/T: 1. Lauren Perry (Kaw); 2. Geoff Robinson (Suz); 3. Kelly Tedder (Kaw); 4. Heather Matthew (Kaw); 5. Greg Alessi (Kaw).

80 BEG: 1. Eric Willis (Kaw); 2. Sean Peer (Yam); 3. Cale Wallace (Suz); 4. Chad Gaumer (Kaw); 5. Derek Gibson (Yam).

80 NOV: 1. Brandon Morgan (Yam); 2. Brian Morgan (Yam); 3. Shawn Scott (Suz); 4. John Thompson (Yam); 5. Ross Garcia (Yam).

80 INT: 1. Jan Brabec (Suz); Emmitt Kling (Suz).

125 BEG: 1. Ryan Orr (Kaw); 2. Brian Morgan (Hon); 3. Shawn Scott (Kaw); 4. Dustin Meyer (Suz); 5. Hiseaki Suzuki (Hon).

125 NOV: 1. Ryan Brandenburg (Hon); 2. Eric Anderson (Kaw); 3. Shane Bailey (Suz); 4. Wes Carey (Suz); 5. Jason Dubin (Suz).

125 INT: 1. Eric Schnell (Suz); 2. Jerry Aleman (Yam); 3. Mike Battista (Suz).

125 PRO: 1. Don Upton (Suz); 2. Marlo Painter (Hon); 3. Heath Voss (Hon); 4. E.J. Wright (Hon).

250 BEG: 1. Nathan Perkins (Yam); 2. Greg Perry (Yam); 3. Chris Christiansen (Suz); 4. Scotty Larson (Suz); 5. Mark Nelson (Suz).

250 NOV: 1. Paul Kellen (Yam); 2. Bryan Lamborn (Hon).

250 PRO: 1. Dana Wiggins (Yam); 2. Ryuchi Yamada (Hon); 3. Heath Voss (Hon); 4. E.J. Wright (Yam).

25+ NOV: 1. Paul Kellen (Yam).

30+ BEG: 1. Scott Felhoelter (Kaw); 2. Leeann Vanderpool (Kaw); 3. David Terry (Yam); 4. Greg McCarthy (Hon); 5. Glenn Perry (Yam).

30+ NOV: 1. Matt Nelson (Hon); 2. Chris Craft (Suz).

30+ INT: 1. Eric Beingsesser (Yam); 2. Randy Skinner (Suz).

35+ NOV: 1. Greg Mazzio (Yam); 2. Ty Larson (Hon); 3. Bill Reimer (Yam); 4. Willy Haney (Suz).

40+ NOV: 1. Robby Bland (Hon).

40+ INT: 1. W.G. Wilson (Suz).

40+ EX: 1. Mike Marion (Yam).

WMN: 1. Jodi Hollow (Suz); 2. Leeann Vanderpool (Kaw); 3. Debbie Matthews (Kaw); 4. Lydia Couch; 5. Lauren Perry (Kaw).

Lewis leaves 'em at Castaic GP

By Scott Hoffman

CASTIC, CA, MAR. 19

Aboard a brand-new ATK 250, Team Cycle World's Jimmy Lewis romped the competition in the Pro class at SSC's second annual Race Around The Lake GP. Castaic's MX track was transformed into one of California's most unique tracks.

Local GP enthusiasts were treated to a track that started on the streets of Lake Hughes Park and stretched through the hills, on the beach, through cement walkways, in and out of a small forest and finally onto the original motocross track.

At the start of the combined Novice/Intermediate/Pro class, Novice rider Clay Friedman was the early leader while Jimmy O'Neal and Keny Terracciano trailed. Lewis, the eventual winner was outside of the top five after the first lap. O'Neal grabbed the lead on the second lap as Lewis worked his way through the field. Lewis reeled in the leaders on the third lap and took over. By the third lap, Lewis was finally able to acclimate himself to his new ride and pull away from the field.

By the halfway point, Lewis was way out in front and having a blast as he ripped around the fast, but technical track.

"This is by far the best Grand Prix track in California that I have ever ridden," said Lewis. When the race was over, Lewis cruised in for the win while Novice rider O'Neal was able to hold off Crabb.

In the 250/500cc Beginner class, Louis Greenwood was the big winner. Greenwood beat out fellow competitors Scott Anderson and Tim Brust after a hard-fought, 45-minute battle.

Results

60 BEG: 1. Richard Eubanks; 2. Dawson Drew.
80 BEG: 1. Lammert Brody; 2. Robert Springer; 3. Kurt Nelson;
4. Garrett Terracciano; 5. Timothy O'Neill.

80 NOV: 1. Daryl Ecklund.

80 OPEN: 1. Josh Ahern.

125 BEG: 1. Joel Nelson; 2. Dave LaPorc; 3. Nick Scott; 4. Tomohiro Shikimi; 5. Rocky Dimarro.

125 NOV: 1. Keny Terracciano; 2. Clint VanEps; 3. Randy Fink; 4. Wess Dell.

125 INT: 1. Zak Crabb; 2. Cody Quinn.

250/500 BEG: 1. Louis Greenwood; 2. Scott Anderson; 3. Chris Cotton; 4. David Preach; 5. Mike Dion.

250/500 NOV: 1. Jimmy O'Neal; 2. Clay Friedman; 3. John Dean; 4. Bruce King; 5. Luke Greenwood.

250/500 INT: 1. Jason Trubey; 2. Brian Staben; 3. Dale Trubey Jr.; 4. Ken Toimeo; 5. Ben Preach.

PRO: 1. Jimmy Lewis; 2. Charlie Flippen.

JR VET BEG: 1. Louie Greenwood; 2. Randy Lippie; 3. Vince Kitchen; 4. Todd Ford; 5. Scott McCommack.

JR VET NOV: 1. Jamie Mitchell; 2. Scott Dolphin; 3. Mike Licitra; 4. Marke Lange; 5. Colin Doyle.

JR VET INT: 1. Rick O'Donnell; 2. Eric Casas; 3. Skip Godinez; 4. Bob Whyte.

JR VET EX: 1. Darrin Hoeft; 2. Darren Elliott; 3. Mike Dunlap; 4. Joe O'Hara; 5. Nic Rositani.

VET BEG: 1. Danny Lippie; 2. Robert Von Schneidan; 3. Ed Tashjian; 4. Mike O'Donnell; 5. Chris Bercaw.

VET NOV: 1. Jamie Mitchell; 2. Bob Bans; 3. Clay Friedman; 4. Mark Dewberry; 5. Jared Mason.

VET INT: 1. Brad Williams; 2. Don Bizzy; 3. Darin Layton; 4. C.R. Brunson; 5. Alan Lipsky.

VET EX: 1. Darren Elliot; 2. Ron Lawson; 3. Dan Dawson.

SR VET BEG: 1. Larry Aronson.

SR VET NOV: 1. John Anderson; 2. Steve Dunlap.

SR VET INT: 1. Keith Jones; 2. Steve Clark; 3. Sam Dempsey; 4. Gene Dempsey; 5. Van Isaacson.

SR VET EX: 1. Jim O'Neal.

VINT: 1. Bruce Gregory; 2. Randy Lester.

Taylor terrorizes Starwest Motocross opener

By David A. Procidia

MORENO VALLEY, CA, MAR. 25

Tyson Taylor showed some grit to top the Novice ranks at a changed track when the Starwest Racing facility opened up with its Saturday Night MX Series.

The first moto of the new season featured the 125 and 250cc Novice classes with the 125s getting the first gate. When the gate fell, Bullfrog Newcomer grabbed the holeshot, but then Taylor screamed into contention from an outside starting position and powered his way around the outside line in the "Horseshoe" to lead before the field entered the main track.

Taylor began to work his Honda, pushing it hard through the turns and launching over the big tabletop jump in the back section. Behind Newcomer was Shane Bailey who had Mike Gibson looking for a way around Bailey. Gibson waited until the pair entered the infield triple before making his move and jumping over and past Bailey, who had elected to double the jump.

Tyson continued to stretch his lead, oblivious to the position changes going on behind him. Brian Barker caught and passed Bailey a lap later and then Shawn Haywood closed in on the Suzuki rider. Gibson had closed to within a couple of bike lengths of Newcomer before Newcomer picked up the pace to secure second place approximately 10-seconds behind the winner Taylor, who executed a clean one-hander over the big grandstand jump for the crowd as took the checkered flag.

Moto two saw Taylor grab the holeshot with Bailey hot on his heels ahead of a pair of Hondas belonging to Newcomer and Gibson. The pack flew in close formation over the big tabletop jump in the back and made its way back around to the front. Taylor double-tripled the infield rocker section, and Gibson followed suit with most of the pack imitating the stunt. Barker carried too much speed into the following corner and was unable to make it through.

Up front, Taylor was enjoying a comfortable lead over Gibson while Bailey and Newcomer were dicing for third. Haywood wasn't far behind the pair, and on the next lap made the battle for third a three-way scuffle.

Newcomer made his move on Bailey on the fourth lap and powered by in the back section of the track. Turning the wick up, he went in search of Gibson, but this time it was too little too late, and Newcomer was forced to settle for third as Taylor took the checkered flag followed by Gibson, Newcomer, Haywood and Bailey.

Results

Pee Wee Track

BEG STK (4-6): 1. Warren Davis III (KTM); 2. Chase Takacs (Yam); 3. Kameron Scott (Yam); 4. Noah Hernandez (Yam); 5. Bruce Rutherford (Yam).

BEG STK (7-8): 1. Andrew Kuntz (Yam); 2. Nathan Litwin (Yam); 3. Dustin Andrews.

MOD (4-8): 1. Bryan Brimhall (Yam).

MOD B: 1. Michael Lapaglia (KTM).

STARTER (4-6) D-1: 1. Matt Danko (Yam); 2. Michael Perry (KTM); 3. Brandon Million (Yam); 4. Mike Meade (KTM); 5. Kalin Goodsite (KTM).

STARTER (4-6) D-2: 1. Chris Aleksiezyki (Yam); 2. Chad Gores (Yam); 3. Michael Anthony Precido (Yam); 4. Elizabeth Butkofer (Yam); 5. Brian Hiner (Yam).

STARTER (7-8): 1. Spenser Wernli (Yam); 2. Cody Johnson (Hon); 3. Brandon Hiner (Yam); 4. Dustin Roberts (Yam); 5. Terrence Schoclea (Yam).

STK B: 1. Andrew Petrie (Yam); 2. Andrew Nason (Yam); 3. Michael Lapaglia (KTM); 4. Sean McIntroe (Yam); 5. Daniel Brown (Yam).

Supercross Track

60 (6-8): 1. Carlos Gonzalez (Kaw); 2. Ricky Oliver (Kaw); 3. J.R. Williams (Kaw); 4. Mark Atkins (Kaw).

60 (9-11): 1. Daniel Taft (Kaw); 2. Cale Wallace (Kaw); 3. Jason Medina (Kaw); 4. Mike Danko (Kaw).

80 BEG: 1. Sean Peer (Yam); 2. David Sullins (Yam); 3. Anthony Serna (Yam); 4. Brandon Flippin (Yam); 5. Jordan Cochrum (Kaw).

80 (0-11): 1. Ross Garcia (Yam); 2. Derrick McClintock (Suz); 3. Joshua Brown (Yam); 4. Daniel Taft (Suz); 5. Robert Seeds (Suz).

80 (12-13): 1. Bryan McGavran (Hon); 2. Chris Rogers (Suz).

80 (14-16): 1. Danny Carlson (Yam).

125 BEG: 1. Nick Waters (Suz); 2. Chris Ilustre (Kaw); 3. Andy Campbell (Hon); 4. John Grucella (Hon); 5. Justin Murray (Suz).

125 NOV: 1. Tyson Taylor (Hon); 2. Mike Gibson (Hon); 3. Bullfrog Newcomer (Hon); 4. Shawn Haywood (Kaw); 5. Shane Bailey (Suz).

125 INT: 1. Dean Van Riper (Kaw); 2. Josh Fink (Suz); 3. David Hughes (Yam).

125/250 PRO: 1. Angelo Ingrand (Hon); 2. Brian Beach (Hon); 3. Pierre LaQuerre (Hon).

250 BEG: 1. Anthony Knutson (Hon); 2. Chris Ladem (Yam); 3. Mike Ralphs (Hon); 4. Rick Chak (Yam); 5. Howard Weisweaver (Yam).

250 NOV: 1. John Clark (Suz); 2. Steve Kovac (Hon); 3. Dave Nelson (Hon); 4. Cy Zuidema (Hon); 5. Matt Bryan (Kaw).

250 INT: 1. Steve Cox (Hon).

25+ BEG: 1. Jermaine Calhan (Hon).

30+ BEG: 1. Jon Nixon (Kaw); 2. John Pindard (Hon); 3. Ron Malone (Hon); 4. John Pack (Yam).

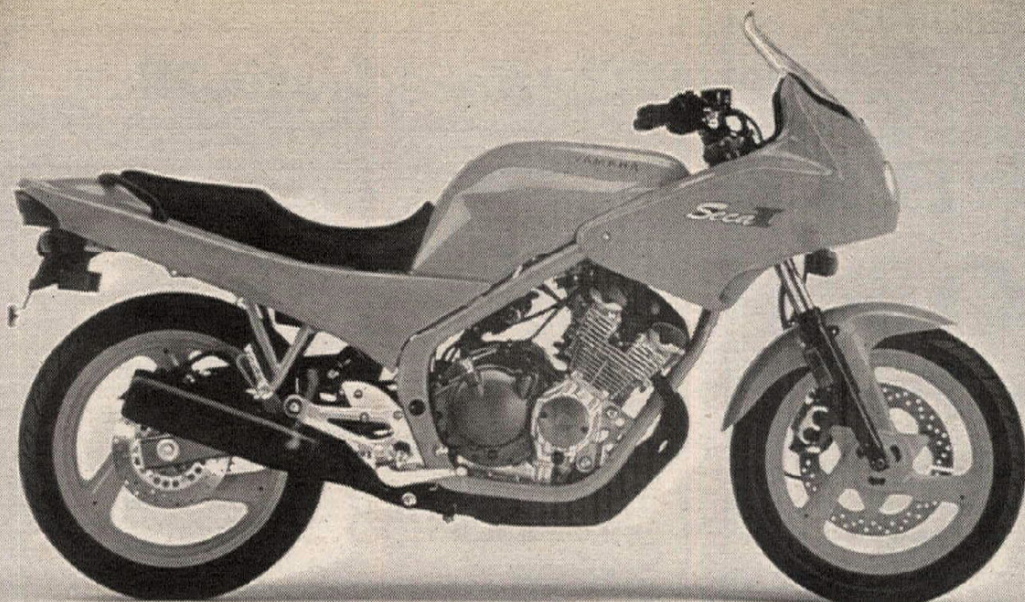
30+ NOV: 1. Pete Jenkins (Hon); 2. Joe Licciardi (Suz); 3. Cy Zuidema (Hon); 4. Marc Keech (Suz).

30+ INT: 1. Tony Feldhaus (Hon); 2. Dennis Foster (Hon).

40+ NOV: 1. Chris Slick (Hon); 2. David Procidia (Kaw).

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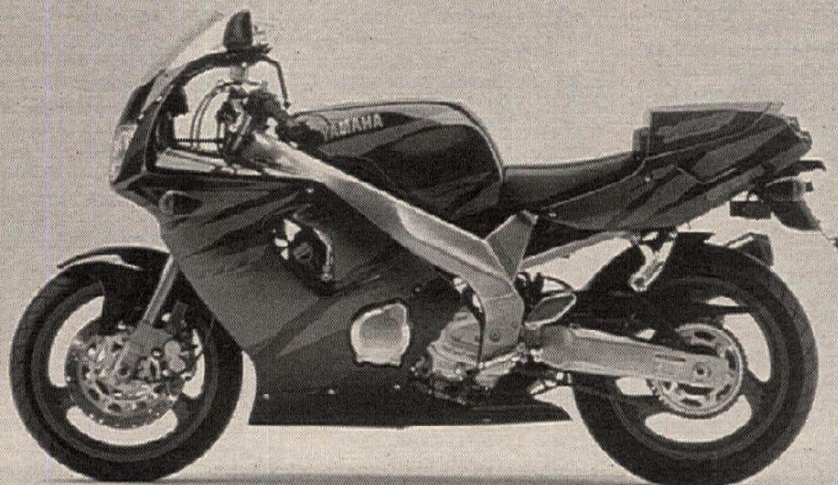
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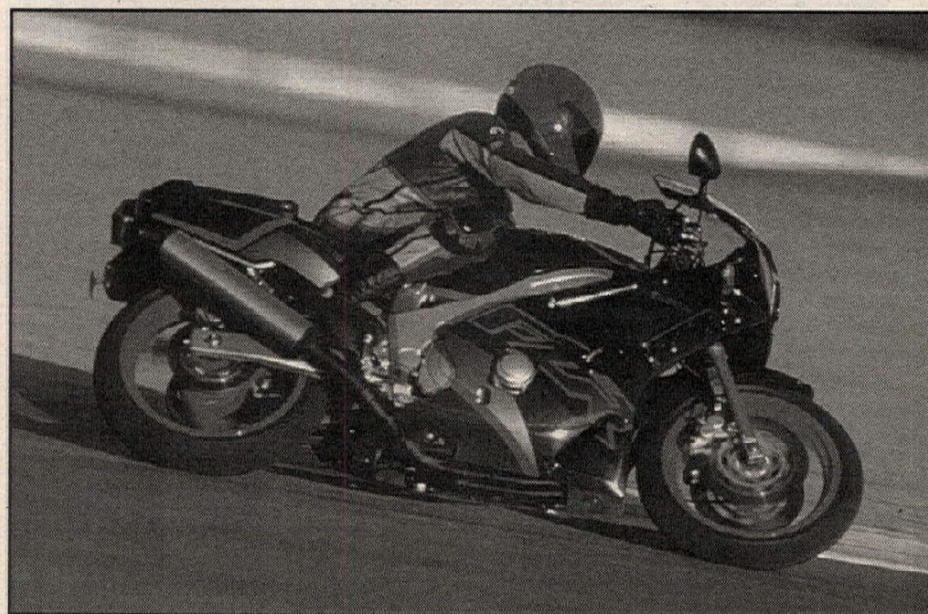
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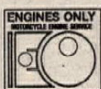
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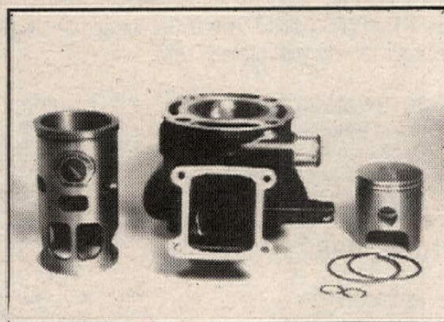
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23rd Annual
TEXAS SERIES
Round #2 - APRIL 9
Burleson MX Park
Burleson, Texas
Info: 817-694-2901
MOTOCROSS

GFI RACING (909) 684-6996
A Rider For the Riders
Wed., Apr. 5 GFI Wed. Practice Day (noon-5pm) Perris
Sat., Apr. 8 GFI Super Saturday MX Perris
Wed., Apr. 12 GFI Wed. Practice Day (noon-5pm) Perris
Sat., Apr. 15 GFI Super Saturday MX Perris
Wed., Apr. 19 GFI Wed. Practice Day (noon-5pm) Perris

MOTOWEST RACING ENTERTAINMENT
Sat./Sun. April 29/30 AMA-NMA Amateur Qualifier MX
C'ship - Laguna Seca Raceway, CA
Sun., May 14 NMA Ponca City Qualifier
Melcall Park - San Jose, CA
Sat., May 27 Open MX Practice Hollister Hills
(408) 238-8208 • (408) 637-2073
MOTOCROSS RACING AT ITS FINEST

NMA REGIONAL & NATIONAL
SANCTIONS-LICENSE
INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motorsport Association

CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship

Road Race Series

- 4/23 Suzuka, Japan, Rnd 3
- 5/7 Jerez, Spain, Rnd 4
- 5/21 Nurburgring, Germany, Rnd 5
- 6/11 Mugello, Italy, Rnd 6
- 6/24 Assen, Netherlands, Rnd 7
- 7/9 Le Mans, France, Rnd 8
- 7/23 Donington Park, Eng., Rnd 9
- 8/6 Elkhart Lake, WI, U.S., Rnd 10
- 8/20 Brno, Czech Republic, Rnd 11
- 9/17 Rio de Janeiro, Brazil, Rnd 12
- 9/24 Buenos Aires, Argentina, Rnd 13
- 10/8 Catalunya, Spain, Rnd 14

World Championship

Superbike Road Race Series

- 5/7 Hockenheim, Germany, Rnd 1
- 5/21 Misano, Italy, Rnd 2
- 5/28 Donington Park, England, Rnd 3
- 6/18 Monza, Italy, Rnd 4
- 6/25 Albacete, Spain, Rnd 5
- 7/9 Salzburgring, Austria, Rnd 6
- 7/23 Laguna Seca, CA, U.S., Rnd 7
- 8/6 Brands Hatch, England, Rnd 8
- 8/29 Sugo, Japan, Rnd 9
- 9/10 Assen, Holland, Rnd 10
- 10/15 Sentul, Indonesia, Rnd 11
- 10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series

- 4/9 Bellguig, Spain, Rnd 2
- 4/30 Vila S. Cruz, Argentina, Rnd 3
- 5/14 Szczecin, Poland, Rnd 4
- 5/21 Norg, Holland, Rnd 5
- 5/28 Kaposvar, Hungary, Rnd 6
- 6/11 Foxhill, England, Rnd 7
- 6/18 Jinin, Czech Republic, Rnd 8
- 7/2 Borgon Mag, San Marino, Rnd 9
- 7/8 Iffendic, France, Rnd 10
- 7/30 Pugeran, Indonesia, Rnd 11
- 8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series

- 4/9 Valkenswaard, Holland, Rnd 2
- 4/23 Payerne, Switzerland, Rnd 3
- 4/30 Maggiora, Italy, Rnd 4
- 5/21 Vanlaa, Finland, Rnd 5
- 5/28 Motala, Sweden, Rnd 6
- 6/11 Foxhill, England, Rnd 7
- 6/18 Cork, Ireland, Rnd 8
- 7/16 Maracay, Venezuela, Rnd 9
- 7/30 Gdynia, Poland, Rnd 10
- 8/6 Reisersberg, Germany, Rnd 11
- 8/20 Suzuka, Japan, Rnd 12
- 9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series

- 4/23 Sittendorf, Austria, Rnd 2
- 5/7 Wohlen, Switzerland, Rnd 3
- 5/21 Loket, Czech Republic, Rnd 4
- 5/28 Folkensange, Lxmbrg., Rnd 5
- 6/11 Cingoli, Italy, Rnd 6
- 6/18 St. Jean d'Ang, France, Rnd 7
- 7/2 Ballykelly, Ireland, Rnd 8
- 7/9 Hawksstone Park, England, Rnd 9
- 8/6 Namur, Belgium, Rnd 10
- 8/20 Rhenen, Holland, Rnd 11
- 8/27 Reultingen, Germany, Rnd 12

World C'ship Enduro Series

- 4/9 Tomar, Portugal, Rnd 2
- 5/14 S. Severino Marche, Italy, Rnd 3
- 5/21 Prades De Salans, Fra., Rnd 4
- 6/11 Linkoping, Sweden, Rnd 5
- 6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series

- 4/9 Warken, Luxembourg, Rnd 1
- 4/16 Hawkstone Park, England, Rnd 2
- 4/23 Sugar Loaf Mt., Ireland, Rnd 3
- 5/14 Bilstain, Belgium, Rnd 4
- 5/26 Nowy Targ, Poland, Rnd 5
- 6/4 Temi, Italy, Rnd 6
- 6/18 Bilbao, Spain, Rnd 7
- 6/25 St. Michel-de-Maurienne, France, Rnd 8
- 7/16 La Rabassa, Andorra, Rnd 9
- 8/20 Helsinki, Finland, Rnd 10

World C'ship Individual

Speedway Series

- 5/20 Wroclaw, Poland, Rnd 1
- 6/17 Wiener-Neustadt, Austria, Rnd 2
- 7/8 Abensberg, Germany, Rnd 3
- 8/12 Linkopink, Sweden, Rnd 4
- 9/9 Vojens, Denmark, Rnd 5
- 9/30 London, England, Rnd 6
- World C'ship Ice Race Series
- * 3/25-26 Frankfurt, Germany, Rnd 3
- * Final

Motocross des Nations

- 9/10/95 Sverepoc, Czechoslovakia

Trials des Nations

- 9/24/95 Piesting, Austria

International Six Day Enduro

- 9/18-23/95 Jelenia Gora, Poland

AMA Grand Nat'l C'ship Series

- 5/6 Harrington, DE, Rnd 3
- 5/13 Henderson, KY, Rnd 4

World Championship

- 5/28 Springfield, IL, Rnd 5
- 6/3 LaSalle, IL, Rnd 6
- 6/17 Dallas, TX, Rnd 7
- 6/24 Lima, OH, Rnd 8
- 7/2 Du Quoin, IL, Rnd 9
- 7/8 Lake Odessa, MI, Rnd 10
- 7/15 Hagerstown, MD, Rnd 11
- 7/22 Sedalia, MO, Rnd 12
- 7/29 Oklahoma City, OK, Rnd 13
- 8/6 Peoria, IL, Rnd 14
- 8/9 Rapid City, SD, Rnd 15
- 8/12 Denver, CO, Rnd 16
- 8/19 Indianapolis, IN, Rnd 17
- 8/27 Goshen, IN, Rnd 18
- 9/3 Springfield, IL, Rnd 19
- 9/9 Mechanicsburg, PA, Rnd 20
- 9/16 Rossburg, OH, Rnd 21
- 9/23 Knoxville, IA, Rnd 22
- 9/30 Sacramento, CA, Rnd 23
- 10/7 Pomona, CA, Rnd 24
- 10/15 Del Mar, CA, Rnd 25
- * Tentative

AMA 600 Nat'l Championship

Dirt Track Series

- 6/11 Peoria, IL, Rnd 2
- 8/20 Converse, IN, Rnd 3
- 9/9 Castle Rock, WA, Rnd 4

AMA Harley-Davidson 883

Dirt Track Series

- 5/13 Henderson, KY, Rnd 2
- 5/28 Springfield, IL, Rnd 3
- 6/3 LaSalle, IL, Rnd 4
- 6/17 Dallas, TX, Rnd 5
- 7/2 Du Quoin, IL, Rnd 6
- 7/8 Lake Odessa, MI, Rnd 7
- 7/15 Hagerstown, MD, Rnd 8
- 7/22 Sedalia, MO, Rnd 9
- 8/9 Rapid City, SD, Rnd 10
- 8/12 Denver, CO, Rnd 11
- 9/3 Springfield, IL, Rnd 12
- 9/9 Mechanicsburg, PA, Rnd 13
- 9/23 Knoxville, IA, Rnd 14
- 9/30 Sacramento, CA, Rnd 15
- 10/7 Pomona, CA, Rnd 16
- 10/15 Del Mar, CA, Rnd 17
- * Tentative

AMA Regional Dirt Track

Championship Series

- 5/7 Springfield, OH, Rnd 2
- 5/20 Greenville, OH, Rnd 3
- 6/10 Dayton, OH, Rnd 4
- 6/23 Orrville, OH, Rnd 5
- 7/4 Frederick, MD, Rnd 6
- 7/7 Lake Odessa, MI, Rnd 7
- 8/25 Greenville, OH, Rnd 8
- 9/8 Castle Rock, WA, Rnd 9

AMA 125/250cc National

Championship MX Series

- 5/7 Sacramento, CA, Rnd 2
- 5/28 Mt. Morris, PA, Rnd 3
- 6/18 Budds Creek, MD, Rnd 4
- 6/25 Southwick, MA, Rnd 5
- 7/2 Buchanan, MI, Rnd 6
- 7/16 Troy, OH, Rnd 7
- 7/23 New Berlin, NY, Rnd 8
- 7/30 Millville, MN, Rnd 9
- 8/6 Washougal, WA, Rnd 10
- 8/27 Binghamton, NY, Rnd 11
- 9/3 Delmont, PA, Rnd 12

AMA National Championship

Enduro Series

- 4/23 Forest Hill, LA, Rnd 5
- 5/7 Wellston, OH, Rnd 6
- 10/1 Turkey, TX, Rnd 7
- 10/15 Canton, IL, Rnd 8
- 10/29 Delaware City, DE, Rnd 9

AMA Superbike Nat'l

Championship Series

- 4/30 Monterey, CA, Rnd 3
- 6/4 Lexington, OH, Rnd 4
- 6/11 Elkhart Lake, WI, Rnd 5
- 6/18 Loudon, NH, Rnd 6
- 7/16 Brainerd, MN, Rnd 7
- 8/27 Sonoma, CA, Rnd 8
- TBA East St. Louis, IL, Rnd 9
- 9/24 Chandler, AZ, Rnd 10

AMA National Championship

Reliability Enduro Series

- 4/29-30 Crosbyton, TX, Rnd 1
- 5/27-28 McArthur, OH, Rnd 2
- 6/3-4 Idaho City, ID, Rnd 3
- 6/10-11 Tillamook, OR, Rnd 4
- 6/24-25 McMinnville, OR, Rnd 5

AMA National Championship

Hare Scrambles Series

- 4/9 Hurricane Mills, TN, Rnd 2
- 5/14 Wilson, LA Rnd 3

World Championship

- 5/21 Roseburg, OR, Rnd 4
- 7/9 Kahoka, MO, Rnd 5
- 7/16 Speedville, NY, Rnd 6
- 10/8 Millfield, OH, Rnd 7
- 10/22 Lynnville, IN, Rnd 8
- 11/5 Kent, WA, Rnd 9

AMA National Championship

Hare & Hound Series

- 4/8 Jericho, UT, Rnd 3
- 4/23 Lucerne, CA, Rnd 4
- 10/1 Reno, NV, Rnd 5
- 10/22 Johnson Valley, CA, Rnd 6

AMA Nat'l Championship

Hillclimb Series

- 5/21 Middlebury, IN, Rnd 1
- 6/4 Jefferson, PA, Rnd 2
- 6/11 Freemansburg, PA, Rnd 3
- 6/18 Avoca, NY, Rnd 4
- 7/22 Marquette, MI, Rnd 5
- 7/29 Haydenville, OH, Rnd 6
- 8/6 Jefferson, PA, Rnd 7
- 8/13 Danville, WV, Rnd 8
- 8/27 Monson, MA, Rnd 9
- 9/10 Freemansburg, PA, Rnd 10
- 9/17 Middlebury, IN, Rnd 11
- 9/24 Jefferson, PA, Rnd 12
- 9/30 Asheville, NC, Rnd 13
- 10/8 Oregonia, OH, Rnd 14

AMA/NATC National C'ship

Observed Trials Series

- 4/22 Prescott, AZ, Rnd 1
- 4/23 Prescott, AZ, Rnd 2
- 4/29 El Centro, CA, Rnd 3
- 5/20 Cayuta, NY, Rnd 4
- 5/21 Elizabethtown, PA, Rnd 5
- 5/27 Exeter, RI, Rnd 6
- 5/28 Exeter, RI, Rnd 7
- 8/26 Canon City, CO, Rnd 8
- 8/27 Canon City, CO, Rnd 9
- 9/2 Tillamook, OR, Rnd 10
- 9/3 Lee's Camp, OR, Rnd 11

AMA/Wiseco/Yamaha/Dunlop/

Moose/ITP National Cross

Country Series

- 4/9 Hurricane Mills, TN, Rnd 3
- 4/30 Brownsville, PA, Rnd 4
- 5/21 Boyers, PA, Rnd 5
- 6/4 Elkins, WV, Rnd 6
- 6/18 Elizabeth, WV, Rnd 7
- 8/27 Millfield, OH, Rnd 8
- 9/17 Bunner Ridge, WV, Rnd 9
- 10/1 Jewett, OH, Rnd 10
- 10/15 Mt. Morris, PA, Rnd 11
- 10/29 Crawfordsville, IN, Rnd 12
- Info 304/594-1157

AMA Championship Mid South

Winter Hare Scrambles Series

- 4/23 Mannington, KY, Rnd 7
- Info 615/331-1475 or 615/859-0873

AMA/Prostar Championship

Drag Race Series

- 4/7-9 Atlanta, GA
- 5/5-7 Richmond, VA
- 6/2-4 Indianapolis, IN
- 6/23-25 W. Lebanon, NY
- 8/11-13 Rockingham, NC
- 10/6-8 Bowling Green, KY
- 11/9-12 Gainesville, FL
- Info 205/852-1101

AMA Loretta Lynn

Qualifying Series

Northeast Region

- 4/8-9 Walkill, NY
- 4/15 Hanover, PA
- 4/22-23 Delmont, PA
- 5/6-7 Southwick, MA
- 5/13-14 Auburn, NY
- 6/3-4 Indiana, PA
- 6/17-18 Amateur Regional
- Armaugh, PA
- 6/24-25 Youth Regional
- S. Edmeston, NY

Southeast Region

- 4/29-30 Kingsport, TN
- 5/6-7 Roberta, GA
- 5/20-21 Christiansa, TN
- 6/10-11 Amateur Regional
- Macon, GA
- 6/17-18 Youth Regional
- Reddick, FL

Southcentral Region

- 4/22 Tyler, TX
- 5/7 Albuquerque, NM
- 5/14 Rusk, TX
- TBA Natalia, TX
- 6/17-18 Amateur/Youth Regional
- Tyler, TX

Southwest Region

- 4/30 Peoria, AZ
- 4/30 Monterey, CA
- 5/14 San Jose, CA
- 5/14 Moreno Valley, CA
- 6/18 Amateur/Youth Regional
- Moreno Valley, CA

Northwest Region

TBA Clarks Branch, OR

Midwest Region

4/8-9 Mitchell, IN
4/15-16 Millfield, OH
4/22-23 Hortonville, IN
4/29-30 Bloomingdale, MI
4/29-30 Dover, OH
5/6-7 Sugar Grove, OH
5/13-14 Millington, MI
5/13-14 London, KY
6/17-18 Youth Regional
Buchanan, MI
6/24-25 Amateur Regional
N. Webster, IN

North Central Region

4/8-9 Lowes, KY
4/22-23 Hoopston, IL
5/6-7 Lake Geneva, WI
6/17-18 Amateur Regional
Lowes, KY
6/24-25 Youth Regional
Hoopston, IL

AMA Loretta Lynn Nationals

8/7-12 Hurricane Mills, TN
Info 419/478-5386

C'ship Cup Pro-Am Series

Florida Region

4/8-9 Bloomingdale, GA
4/22-23 Palm Beach Gardens, FL
5/29 Palm Beach Gardens, FL
6/17-18 Talladega, AL
6/24-25 Palm Beach Gardens, FL
7/15-16 Palm Beach Gardens, FL
7/29-30 Bloomingdale, GA
8/12-13 Palm Beach Gardens, FL
9/2-3 Bloomingdale, GA
9/9-10 Palm Beach Gardens, FL
*10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL

Great Lakes Region

5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/10-11 Grattan, MI
7/1-2 Grattan, MI
7/29-30 Rockton, IL
8/26-27 Grattan, MI
9/16-17 Grattan, MI
10/7-8 Grattan, MI
*10/21-22 Daytona, FL

Mid-West Region

4/15-16 Rockton, IL
5/13-14 Elkhart Lake, WI
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/8-9 Rockton, IL
7/29-30 Rockton, IL
8/12-13 Rockton, IL
8/26-27 Grattan, MI
9/9-10 Rockton, IL
*10/21-22 Daytona, FL

Southeast Region

4/8-9 Bloomingdale, GA
4/22-23 Talladega, AL
5/27-28 Bloomingdale, GA
6/17-18 Talladega, AL
6/24-25 Braselton, GA
7/29-30 Bloomingdale, GA
8/12-13 Braselton, GA
9/2-3 Bloomingdale, GA
9/30-10/1 Talladega, AL
*10/21-22 Daytona, FL

Great Plains Region

4/15-16 Rockton, IL
5/20-21 Minnetonka, MN
6/17-18 Rockton, IL
7/15-16 Topeka, KS
8/26-27 Topeka, KS
*10/21-22 Daytona, FL

Mid-Atlantic Region

4/22-23 Talladega, AL
5/6-7 Summit Point, WV
5/27-28 Bloomingdale, GA
6/10-11 Summit Point, WV
6/24-25 Braselton, GA
7/22-23 Summit Point, WV
8/12-13 Braselton, GA
*10/21-22 Daytona, FL

Northeast Region

4/15-16 Loudon, NH
5/6-7 Loudon, NH
5/27-28 Bridgehampton, NY
6/10-11 Loudon, NH
7/1-2 Bridgehampton, NY
7/15-16 Loudon, NH
7/29-30 Bridgehampton, NY
8/26-27 Loudon, NH
9/2-3 Bridgehampton, NY
9/16-17 Loudon, NH
10/7-8 Loudon, NH
*10/21-22 Daytona, FL

Southwest Region

5/6-7 Las Vegas, NV
5/20-21 Chandler, AZ
6/17-18 Chandler, AZ
9/2-3 Las Vegas, NV
9/16-17 Chandler, AZ
10/7-8 Chandler, AZ
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*WERA Sportsman Championship Series

Mid-Atlantic Region

4/8-9 Summit Point, WV
4/22-23 Rockingham, NC
6/10-11 Garrettsville, OH
7/8-9 Garrettsville, OH
7/20-24 Clermont, IN
8/5-6 Summit Point, WV
8/12-13 Rockingham, NC
9/2-3 Garrettsville, OH
10/7-8 Summit Point, WV

Southeast Region

4/22-23 Rockingham, NC
5/13-14 Talladega, AL
6/10-11 Faulkville, GA
7/1-2 Talladega, AL
7/15-16 Faulkville, GA
7/20-23 Clermont, IN
8/12-13 Rockingham, NC
8/26-27 Talladega, AL
9/30-10/1 Faulkville, GA

North Central Region

4/8-9 Grattan, MI
5/6-7 Grattan, MI
5/20-21 Mt. Meridian, IN
7/20-24 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
9/9-10 Grattan, MI
9/30-10/1 Mt. Meridian, IN

Mid-Central Region

4/29-30 Fairmont City, IL
5/20-21 Mt. Meridian, IN
6/2-4 Hallett, OK
7/20-23 Clermont, IN
8/5-6 Fairmont City, IL
8/12-13 Mt. Meridian, IN
8/26-27 Talladega, AL

South Central Region

4/8-9 Henderson, TX
5/6-7 College Station, TX
6/2-4 Hallett, OK
7/1-2 Henderson, TX
7/20-23 Clermont, IN
8/5-6 College Station, TX
9/2-3 Hallett, OK
9/30-10/1 College Station, TX

Southwest Region

TBA Las Vegas, NV
Info 803/681-9372
* Tentative

* WERA Grand National Final

10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

* WERA Nat'l Challenge Series

5/5-7 College Station, TX, Rnd 1
5/19-21 Braselton, GA, Rnd 2
5/26-28 Summit Point, WV, Rnd 3
6/23-25 Grattan, MI, Rnd 4
7/7-9 Mt. Meridian, IN, Rnd 5
7/20-23 Clermont, IN, Rnd 6
8/25-27 Portland, OR, Rnd 7
9/8-10 Millington, TN, Rnd 8
9/22-24 Talladega, AL, Rnd 9
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series

4/15-16 Rosamond, CA, Rnd 1
**5/19-21 Braselton, GA, Rnd 2
**6/23-25 Grattan, MI, Rnd 3
**8/25-27 Portland, OR, Rnd 4
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
** EBC Triple Crown Round

* WERA Nat'l Vintage Series

4/8 Summit Point, WV, Rnd 4
4/9 Henderson, TX, Rnd 5
4/22 Rockingham, NC, Rnd 6
5/6 Grattan, MI, Rnd 7
6/4 Hallett, OK, Rnd 8
6/10 Garrettsville, OH, Rnd 9
6/10 Faulkville, GA, Rnd 10
7/1 Talladega, AL, Rnd 11
7/2 College Station, TX, Rnd 12
7/8 Garrettsville, OH, Rnd 13
7/15 Faulkville, GA, Rnd 14
8/5 Summit Point, WV, Rnd 15
8/6 College Station, TX, Rnd 16
8/12 Rockingham, NC, Rnd 17
8/12 Mt. Meridian, TN, Rnd 18
8/26 Talladega, AL, Rnd 19
9/2 Garrettsville, OH, Rnd 20
9/3 Henderson, TX, Rnd 21
9/9 Grattan, MI, Rnd 22
9/9-10 Summit Point, Rnd 23
9/30 Mt. Meridian, IN, Rnd 24
9/30 Faulkville, GA, Rnd 25
10/1 College Station, TX, Rnd 26
10/7 Summit Point, WV, Rnd 27
10/10-11 Final, Braselton, GA
Info 803/681-9372
* Tentative

AHRMA Historic Cup Series

4/8-9 Las Vegas, NV
4/28-29 Rosamond, CA
5/20-21 Grattan, MI
6/10-11 S. Beloit, IL

6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
9/16 Steamboat Springs, CO
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series

4/8-9 Las Vegas, NV
4/28-30 Rosamond, CA
5/20-21 Grattan, MI
6/23-25 Mt. Meridian, IN
7/21-23 Lexington, OH
8/4-6 Braselton, GA
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series

4/23 Brentwood, CA
5/6 Blountville, TN
5/20 Grattan, MI
6/4 San Bernardino, CA
6/10 Budds Creek, MD
7/1 Peoria, IL
7/15 Southwick, MA
8/5 Braselton, GA
8/12 Linnville, OH
9/15 Steamboat Springs, CO
10/22 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine

Dirt Track Series

4/29 Rosamond, CA
5/19 Lake Odessa, MI
6/10 Budds Creek, MD
6/11 Cumberland, MD
7/2 Peoria, IL
7/29-30 Weedsport, NY
8/4 Winder, GA
8/12 Linnville, OH
8/27 Lake Odessa, MI
9/13 Hayden, CO
9/30 Park Hills, MO
Info 715/842-9699

AHRMA British Bike Magazine

Trials Series

4/22 Brentwood, CA
4/30 Collins, MO
5/21 Grattan, MI
7/2 Peoria, IL
7/9 Norden, CA
8/6 Braselton, GA
9/14 Steamboat Springs, CO
10/1 Park Hills, MO
10/21 Hollister, CA
Info 715/842-9699

ARHMA Vintage Enduro Series

4/9 Oklahoma City, OK
10/1 Fairville, NY
10/15 Chadwick, MO
Info 715/842-9699

NETRA C'ship Enduro Series

4/30 Freetown, MA
6/4 Wrentham, MA
6/11 Somers, CT
6/25 W. Greenwich, RI
7/23 Oxford, MA
8/13 New Boston, MA
9/10 Lee, MA
9/17 Wrentham, MA
10/1 Adams, MA
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare

Scrambles Series

5/14 Fishouse, NY
6/18 Thomaston, CT
7/2 Chelsea, VT
7/9 Union, CT
7/16 Windsor, MA
7/30 E. Hamton, CT
8/6 Searsport, ME
8/20 Union, CT
8/27 Cheshire, MA
9/3 W. Gloucester, RI
9/17 Fishouse, NY
9/24 W. Greenwich, RI
10/8 Petersburg, NY
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series

5/28 W. Greenwich, RI
6/10-11 Loudon, NH
7/16 Lake Desolation, NY
7/22-23 Adams, MA
8/13 Canaan, NH
8/27 Gardner, MA
9/3 New Boston, MA
9/10 N. Haverhill, NH
10/8 Washington, MA
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior

Enduro Series
4/29 Brimfield, MA
5/13 Fishouse, NY

6/17 Thomaston, CT
7/8 Union, CT
7/15 Southampton, MA
8/19 Union, CT
8/26 Southampton, MA
9/2 W. Gloucester, RI
9/16 Fishouse, NY
9/30 Brimfield, MA
10/14 Assonet, MA

SERA Enduro Series

4/9 Clanton, AL
4/23 Forest Hill, LA
5/7 Wiggins, MS
5/21 Saucier, MS
6/4 Laurel, MS
7/16 Goodmna, MS
8/13 Breezy Hill, LA
8/20 Lake Nimrod, AR
9/17 Rockford, AL
10/8 Jemison, AL
11/5 Maplesville, AL

SERA Hare Scrambles Series

5/14 Wilson, LA
9/3 Clanton, AL
9/30 McComb, MS
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series

4/9 Indian Mills, NJ
5/7 New Lisbon, NJ
5/14 Stanhope, NJ
5/28 New Philadelphia, PA
6/4 Whiteford, MD
6/25 West Greenwiche, RI
7/16 Blain, PA
8/6 Middlebury Center, PA
8/20 Speedsville, NY
8/27 Mauricetown, NJ
9/10 Shippensburg, PA
9/17 Brandonville, PA
9/24 New Lisbon, NJ
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA Championship Hare

Scrambles Series

4/30 St. Georges, DE
6/18 Ludwigs Corner, PA
7/23 Good Springs, PA
9/3 Belleplain, NJ
10/8 Mauricetown, NJ
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series

7/30 Brandonville, PA
10/1 Indian Mills, NJ
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

* Broz Financial Ltd. Vintage Classics VIII Dirt Track Series

4/8 Purcell, OK
4/9 Ada, OK
5/6 Indianapolis, IN
5/21 Westmoreland, KS
5/27-28 Denver, CO
6/10-11 Wichita, KS
6/17 Indianapolis, IN
6/24 Sioux Falls, SD
6/25 Fairbault, MN
7/8-9 Sturgis, SD
7/16 Casper, WY
7/22 Concordia, KS
7/30 Oklahoma City, OK
8/14-15 Stockton, KS
9/1 Davenport, IA
9/16 Wilmar, MN
9/22 Knoxville, IA
9/23 Freeport, IL
* Tentative

SETRA C'ship Enduro Series

4/9 Clanton, AL
4/30 Olustee, FL
5/7 Charleston, SC
5/14 Augusta, GA
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare

Scrambles Series

4/23 Pine Mtn., GA
5/28 Charlotte, NC
Info 706/468-1328
Black Jack Enduro Circuit
4/9 Oklahoma City, OK
5/7 Stillwater, OK
5/21 Flat River, MO
6/4 Tulsa, OK
6/18 Little Rock, AR
9/10 Collins, MO
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship

Enduro Series

5/7 Perkinson, MS

6/4 Amesville, OH
7/16 Rose City, MI
8/13 Roselawn, IN
9/3 Clinton, SC
9/24 Brandonville, PA
10/8 Princeton, KY
11/5 Maplesville, AL
Info 706/376-5232

RMEC C'ship Enduro Circuit

4/23 Pueblo, CO
5/7 Chandron, ME
5/28 Limon, CO
6/11 Buena Vista, CO
7/16 Rand, CO
8/6 Woodland Park, CO
9/24 Cloudcroft, NM
10/1 Turkey, TX
Info 307/742-4136

New York State C'ship Hare

Scrambles Series

5/21 Little Genesee, NY
6/4 Java, NY
6/11 Fairville, NY
7/23 Parksville, NY
8/6 Little Genesee, NY
8/13 Rew, PA
9/3 Ellenville, NY
9/10 Owasco, NY
9/24 Fairville, NY
10/1 South Edmonsten, NY
6/3 Huntsville, TN
7/1 Gray, TN
7/29 Huntsville, TN
8/12 Calhoun, GA
8/19 Huntsville, TN
9/16 Calhoun, GA
9/30 Gray, TN
10/14 Huntsville, TN

Mid East Hare Scrambles

Series

4/23 Wytheville, VA
5/7 Lancaster, SC
6/11 Columbus, NC
6/25 Greer, SC
8/2 Columbus, NC
9/3 Hickory, NC
9/10 Danville, VA
9/24 TBA
10/8 Lancaster, SC
10/22 Grover, NC

Virginia Championship Hare

Scramble Series

4/9 Budds Creek, MD
4/23 Dillwyn, VA
5/7 Martinsville, VA
5/21 Surry, VA
6/11 Ivor, VA
6/25 Pulaski, VA
7/23 Ivor, VA
8/20 Rural Retreat, VA
9/17 Middleboro, VA
10/1 Martinsville, VA
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

NMRA Drag Race Series

4/8 Bakersfield, CA
5/20 Phoenix, AZ
6/17 Sacramento, CA
8/26 Las Vegas, NV
9/8-9 Palmdale, CA
10/7 Phoenix, AZ
11/11 Palmdale, CA
Info 818/367-4117

Canadian Supercross Series

4/7 Toronto, Ontario
9/23 Montreal, Quebec
Info 416/363-9035

Golden Crown of Baja Off

Road Desert Series

5/26-28 Gran Carrera de Tecate
Tecate, B.C., Mex.
10/6-8 Gran Carrera de Sonora
San Luis Rio Colo., Son., Mex.
12/15-17 Grand Carrera de Campeones
San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prix de Baja Series

4/7-8 San Luis Rio Colorado G.P.
San Luis, B.C., Sonora, Mex.
6/9-10 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
9/1-2 Tecate Gran Prix
Tecate, B.C., Mex.
11/3-4 Baja Malibu G.P.
Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series

5/21 Rosarito, Mex.
8/13 Rosarito, Mex.
10/1 Rosarito, Mex.
12/3 Rosarito, Mex.
Info 011/52-661-22525

Tucker Rocky MX

Championship Series

4/30 Bethlehem, PA
6/4 Clifford, PA

6/11 New Berlin, NY
7/4 Binghamton, NY
7/9 Englishtown, NJ
7/30 Walden, NY

No. Calif. Mini Road Racing

Assoc. Series

4/8-9 Sacramento, CA
4/29-30 Sacramento, CA
5/20-21 Sacramento, CA
6/25 Sacramento, CA
7/23 Sacramento, CA
8/26-27 Sacramento, CA
9/16-17 Sacramento, CA
9/30-10/1 Sacramento, CA
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship

Road Race Series

4/9 Lake Perris, CA
4/29-30 Rosamond, CA
5/14 Lake Perris, CA
5/27 Lake Perris, CA
6/11 Lake Perris, CA
7/9 Lake Perris, CA
7/29 Lake Perris, CA
8/13 Lake Perris, CA
8/26 Lake Perris, CA
9/10 Lake Perris, CA
9/23 Lake Perris, CA
10/8 Lake Perris, CA
10/26-29 Phoenix, AZ
11/12 Lake Perris, CA
11/25-26 Rosamond, CA
12/10 Lake Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship

50cc-86cc Series

4/9 Hampton, VA
5/29 Hampton, VA
6/11 New Bloomfield, PA
7/2 Hampton, VA
7/23 New Bloomfield, PA
8/13 Hampton, VA
9/3 Hampton, VA
9/10 Ontario, Can.
9/24 New Bloomfield, PA
10/8 New Bloomfield, PA
10/28 Hampton, VA
Info 804/484-4688

SRAC State C'ship Series

4/9 Aurora, CO
4/16 Colorado Springs, CO
4/23 Colorado Springs, CO
4/30 Berthoud, CO
5/6 Grand Junction, CO
5/13 Greeley, CO
6/11 Cheyenne, WY
6/16-17 Ft. Collins, CO
6/25 Berthoud, CO
7/9 Cheyenne, WY
7/16 Aurora, CO
7/22 Colorado Springs, CO
7/30 Berthoud, CO
8/6 Colorado Springs, CO
8/13 Colorado Springs, CO
8/19 Grand Junction, CO
8/26 Brighton, CO
9/9 TBA
9/17 Pueblo, CO
9/24 Cheyenne, WY
10/1 Colorado Springs, CO
10/7-8 TBA

NESC C'ship Motocross Series

4/9 Central Village, CT
4/16 Southwick, MA
4/23 Middleboro, MA
4/30 Middleboro, MA
5/7 Southwick, MA
5/14 Central Village, CT
5/21 Southwick, MA
5/28 Lewiston, ME
5/29 Lewiston, ME
6/4 Middleboro, MA
6/11 Central Village, CT
6/18 Southwick, MA
7/1 Lewiston, ME
7/2 Lewiston, ME
7/9 Southwick, MA
7/16 Middleboro, MA
7/30 Southwick, MA
8/6 Middleboro, MA
8/12 Lewiston, ME
8/19 Lewiston, ME
8/20 Central Village, CT
8/27 Southwick, MA
9/3 Lewiston, ME
9/4 Lewiston, ME
9/10 Southwick, MA
9/17 Middleboro, MA
9/23 Lewiston, ME
9/24 Lewiston, ME
10/1 Southwick, MA
10/8 Middleboro, MA
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

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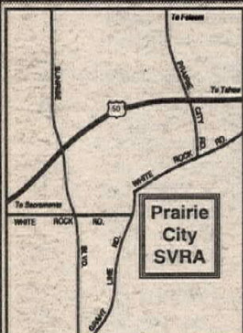


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REGISTRATION INFORMATION: Mail Entry...\$35...postmarked by April 30, or at the track Friday May 5 Noon -8 pm. Post Entry...\$70...Saturday May 6 Class A > 80cc > 125-250 open combined, under 25 > Up the hill 25-29 > Vet 30-39 > Senior 40-49 • Class B > 80cc > 125cc > 250cc > open > Up the hill 25-29 > Vet 30-39 > Senior 40-49 • Class C > 80cc > 125cc > 250cc > open > Up the hill 25-29 > Vet 30-39 > Senior 40-49

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Events	Dates
Hangtown, Prairie City SVRA Park Sacramento, CA	May 6&7
White Bros. World Championships Glen Helen, San Bernardino, CA	May 21
White Bros./Mammoth Four-Stroke Championships Mammoth Lakes, CA	June 23
Commotion By The Ocean Carlsbad Raceway, Carlsbad, CA	July 8&9

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CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

New England Trials Association Series

5/7 Meriden, CT
6/25 Meriden, CT
7/16 Wrentham, MA
7/23 W. Greenwich, RI
8/5 Ossipee, NH
8/6 Ossipee, NH
8/13 Wrentham, MA
10/1 Chepachet, RI
10/15 W. Greenwich, RI
Info 203/889-5327

Florida Trials Assoc. Championship Series

4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series

4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series

4/30 Olustee, FL
5/7 Charleston, SC
5/21 Richloam, FL
6/4 Daytona, FL
Info 407/264-0559

Yamaha/McDonald's/Fox Pee Wee C'ship Series

5/6 Orlando, FL
6/24 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
10/6 Orlando, FL
10/20 Orlando, FL

Tucker Rocker Florida Mini- Cycle C'ship Series

4/8 Orlando, FL
5/13 Orlando, FL
6/3 Orlando, FL
7/8 Orlando, FL
8/12 Orlando, FL
9/9 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

Tucker Rocker Central Florida MC Dealers Series

5/6 Orlando, FL
6/3 Orlando, FL
6/24 Orlando, FL
7/8 Orlando, FL
7/22 Orlando, FL
8/19 Orlando, FL
9/2 Orlando, FL
9/29 Orlando, FL
10/27 Orlando, FL

South Florida Winter MX Championship Series

4/16 Orlando, FL

NMA World Mini Grand Prix

4/21-23 Las Vegas, NV
Info 310/868-8112

NMA Grand National C'ships

8/1-5 Ponca City, OK
Info 310/868-8112

MTEG Ultracross Series

4/22 Las Vegas, NV
5/13 Phoenix, AZ
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

GNC Texas Series

4/9 Burleson, TX
5/7 Waller, TX
5/14 Dickinson, TX
5/21 Euless, TX
5/28 Lampasas, TX
6/4 Whitney, TX
Info 817/694-2901

AHRMA Texas/Southwestern MX Spring Series

4/23 Lampasas, TX
5/14 Rusk, TX
6/4 Lake Whitney, TX
Info: 713/497-3366

AMA Fall Classic MoX Series

9/17 Buchanan, MI
9/24 Danville, VA
10/1 Englishtown, NJ
10/8 Casey, IL
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series

4/2 Macon, GA
4/16 Kingsport, TN
4/30 Wytheville, VA

5/7 Blountville, TN
5/20-21 Blountville, TN
6/4 London, KY
6/18 Blountville, TN
6/25 Kingsport, TN
7/8-9 Blountville, TN
7/16 Wytheville, VA
9/10 Blountville, TN
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA/U.S. Eastern Pro-Am Spring MX Series

4/9 Elizabeth City, NC
4/23 Danville, VA
5/7 Dillwyn, VA
5/14 Elizabeth City, NC
5/21 Danville, VA
6/4 Axton, VA
Info 804/836-3633

AMA No. California Cross Country Series

4/9 Redding, CA
4/23 Lakesport, CA
4/30 Yearington, NV
5/13-14 Virginia City, NV
5/28 Klamath, CA
9/17 Fernley, NV
10/1 Sparks, NV
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series

4/23 Lakeport, CA
5/7 Georgetown, CA
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series

4/9 Foresthill, CA
5/7 Georgetown, CA
5/14 Grizzly Flats, CA
5/20 Foresthill, CA
6/4 Lony Barn, CA
11/11 Foresthill, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series

4/9 Montague, TX
4/23 Ft. Hood, TX
5/7 Saint Jo, TX
5/21 Whitney, TX
6/4 Muenster, TX
7/18 Whitney, TX
7/23 Rusk, TX
8/27 Muenster, TX
9/10 Weatherford, TX
9/24 Montague, TX
10/8 Era, TX
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

TVRC Spring Series

4/9 Waco, TX
4/23 Tyler, TX
5/7 Houston, TX
5/21 Kempner, TX
6/4 Clyde, TX
6/18 Burleson, TX

Missouri Hare Scrambles C'ship Series

4/30 Westphalia, MI
5/7 Steelville, MI
6/11 Russellville, MI
6/25 Collins, MI
7/23 Tebbetts, MI
8/6 Sedalia, MI
8/13 Potosi, MI
8/27 Canton, MI
9/17 Smithville, MI
9/24 Columbia, MI
9/30-10/1 Park Hills, MI
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles Championship

4/9 Westmoreland, KS
5/7 Carbondale, KS
6/4 Westmoreland, KS
6/11 Wamego, KS
7/2 Carbondale, KS
7/16 Randolph, KS
8/20 Lake Perry, KS
9/10 Lake Milford, KS
10/8 Carbondale, KS
10/22 Westmoreland, KS

11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

Outlaw Spring Classic MX Series

4/9 Ashland, NE
4/23 Westmoreland, KS
4/30 Ashland, NE
5/7 Agency, MO
5/14 Westmoreland, KS
5/21 Ashland, NE
6/4 Agency, MO
6/11 Ashland, NE
6/18 Westmoreland, KS
6/25 Ashland, NE
Info 913/456-2516

OCCRA Cross Country Series

4/23 Oklahoma City, OK
5/21 Elk City, OK
9/10 Oklahoma City, OK
9/24 Lake Draper, OK
10/8 Erick, OK
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Southeastern Trials Rider Assoc. Series

5/6-7 Crossville, TN
6/3-4 Alpharetta, GA
6/10-11 Carrollton, KY
8/12-13 Newnan, GA
9/9-10 Berea, KY
9/30-10/1 Atlanta, GA
10/21-22 Jasper, TN
Info 404/463-4390

MRRA Off-Road C'ship Series

4/23 Alamo, MV
5/21 Pioche, NV
7/2 Caliente, NV
7/30 Ely, NV
9/3 Pioche, NV
10/8 Boulder City, NV
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series

4/30 Portland, OR
5/14 Portland, OR
6/4 Portland, OR
7/4 Portland, OR
9/24 Portland, OR
10/15 Portland, OR
Info 503/221-1487

RAM C'ship Road Race Series

5/7 Coos Bay, OR
6/18 Coos Bay, OR
7/2 Coos Bay, OR
8/13 Coos Bay, OR
9/3 Coos Bay, OR
10/8 Coos Bay, OR
Info 503/269-2474

WSMC Road Race Series

4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

* International Old Timers

Motocross Series

4/29-30 Marysville, CA
5/13-14 TBA
5/27-28 Washougal, WA
6/3-4 TBA, Alberta, Can.
7/1-2 Agazziz, B.C., Can.
* 7/15-16 TBA
7/29-30 TBA
9/2-3 Fernley, NV
* Tentative

Over the Hill Gang National Series

4/29-30 Tulare, CA
5/27-28 Carson City, NV
9/16-17 TBA
10/14-15 Adelanto, CA
11/TBA TBA
Info 408/629-5278 or 310/864-6875

* Motorcycle Asphalt Racing Series

5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheville, NC
9/30 West Scarborough, ME
10/6 Asheville, NC
10/14 Gainesville, GA
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series

4/22-23 New Waverly, TX
4/29-30 Mill Hall, PA
5/6-7 Daniel Boone Nat'l Forest
5/20-21 Logan, OH
6/3-4 Leaserville, MO
6/10-11 Lake Isabella, CA
6/10-11 Davis, WV
7/8-9 Brightwood, OR
7/22-23 Adams, MA
7-30/8-4 Kinross, MI
8/26-27 TBA, WA
8/26-27 Columbus, IN
9/9-10 Golden Pond, KY
9/13-16 Steamboat Springs, CO
10/7-8 Mt. Solon, VA
10/7-8 Angels Camp, CA
10/14-15 McArthur, OH
10/21-22 Elizabeth, WV
10/21-22 Grand Canyon, AZ
11/10-11 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series

4/9 Temecula, CA
4/22-23 Hungry Valley, CA
4/29-30 Lone Pine, CA
5/6-7 Borrego Springs, CA
5/21 San Bernardino, CA
6/10-11 Lake Isabella, CA
6/24-25 Mammoth Lakes, CA
7/9 Gorman or Castaic, CA
7/22-23 Bass Lake, CA
8/6 TBA
8/19-20 Huntington Lake, CA
9/10 Ontario, CA
9/23-24 Bishop, CA
10/1 Big Bear Lake, CA
10/14-15 Hemet, CA
10/29 Herperia or Lucerne Valley, CA
11/10-11 LA-Barstow-Las Vegas
11/19 Riverside, CA
12/10 Filmore, CA
*National Trail Ride Series event
Info 818/249-2141

AMA/District 36 Central Calif.

Spring MX Series

4/9 Hollister, CA
4/29 Monterey, CA
5/6 Sacramento, CA
5/27 Marysville, CA
6/25 Tracy, CA
Info 209/862-0754

Appalachian Dual Sport Series

5/6-7 Renfrew, Valley, KY
6/10-11 Davis, WV
9/23 Glouster, OH
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

Wild West National MX Series

4/29-30 Ogden, UT
5/6-7 Park City, UT
5/27-28 Elko, NV
7/15-16 Pocatello, ID
7/23-24 Rupert, ID
8/12-13 Rock Springs, WY
8/25-27 Boise, ID
Info 801/464-5445

Lodi Cycle Bowl C'ship Dirt Track Series

4/8 Lodi, CA
5/6-7 Lodi, CA
5/20 Lodi, CA
6/3 Lodi, CA
6/10 Lodi, CA
6/17 Lodi, CA
6/24 Lodi, CA
7/8 Lodi, CA
7/29 Lodi, CA
8/19 Lodi, CA
8/26 Lodi, CA
9/9 Lodi, CA
9/16 Lodi, CA
9/23 Lodi, CA
10/1 Lodi, CA
10/7 Lodi, CA
10/14 Lodi, CA
10/21-22 Lodi, CA
10/28 Lodi, CA
Info 209/368-7182

CMA Winter Series

4/9 Le Grange, CA
Info 209/673-8080

U.S. Womens Team MX Series

4/22 Vegas, NV
5/20 Denver, CO
6/10 Vegas, NV
9/29-30 Anaheim, CA
10/13-14 Salt Lake City, UT
11/3-4 San Diego, CA
11/17-18 Las Vegas, NV
Info 714/754-7305

Northwest 883 Twins Series

4/29-40 Portland, OR
5/5-7 Kent, WA
6/11 Kent, WA
7/4 Portland, OR
8/19-20 Hoquiam, WA
9/23-24 Portland, OR
10/22 Kent, WA
Info 604/585-HAWG

APRIL						
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* DENOTES PRO PAY BACK

April 7-9

GEORGIA DRAG RACE - AMA/Prostar, Rebel Nationals, Atlanta Dragway, Commerce. Info: 205/852-1101.

Fri, April 7

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* CALIFORNIA SPEEDWAY - International Speedway, Season Opener, Orange Country Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

* TENNESSEE MOTOCROSS - Dallas Ricker, Northeast TN Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - Terry Cordray, Central Yamaha Supercross Series, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 8-9

CALIFORNIA HARE & HOUND - AMA/So. Cal. M.C., Johnson Valley, Lucerne. Info: 909/596-7116.

* CALIFORNIA HILLCLIMB - NAHA, California State Championship, Carnegie SVRA, Tracy. Info: 510/455-1318.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Suncoast Trail Blazers, Reddick. Info: 407/264-0559.

GEORGIA MOTOCROSS & FLAT TRACK - AHRMA/AMA Vintage Nat'l/Atlanta Motorcycle Club, Sat-MX/Sun-FT, Holiday Downs, Palmetto. Info: 404/867-1676.

INDIANA MOTOCROSS - AMA/Midway Moto-cross, Amateur/Youth qualifier, Mitchell. Info: 812/849-2402.

KENTUCKY MOTOCROSS - AMA/West Kentucky Outdoor MX, Loretta Lynn Amateur/Youth qualifiers, Lowes. Info: 502/642-2345.

NEW YORK MOTOCROSS - AMA/Walden Playboys Motorcycle Club, Inc., Loretta Lynn Amateur/Youth qualifier, Wallkill. Info: 203/227-4645.

WASHINGTON ROAD RACE - WMRR, Bremerton Raceway, Bremerton. Info: 206/972-4499.

Sat, April 8

CALIFORNIA DIRT TRACK - Lodi M.C./D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/943-3302.

* CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or (909) 945-4535.

* CALIFORNIA OFF ROAD - San Diego Co. Sports Committee, Inc./FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 2, The Buzz Bomb 180, Plaster City East BLM open area, El Centro. Info: 619/427-5759.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Spring Break Series - Rnd 2, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

* CALIFORNIA FLAT TRACK - CMC, Class C, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

* KENTUCKY MOTOCROSS - AMA/Yeager Enterprises, Thorobred Series, Bluegrass Motocross Park, Winchester. Info: 606/744-5916.

* MEXICO GRAN PRIX - Baja Promotions/BP Racing, San Luis Gran Prix, San Luis Rio Colorado. Info: 818/992-6355, 818/340-5750.

* NORTH CAROLINA MOTOCROSS - Wilkes Co. Moto-x Park, Lenoir. Info: 704/758-4342.

OHIO MOTOCROSS - AMA/Dist. 11/JoAnn King, Dirt Country Raceway, Blanchester. Info: 514/791-8970.

* OKLAHOMA MOTOCROSS - RBH, Inc., State Championship Warm Up, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

* OKLAHOMA DIRT TRACK - Vintage Dirt Track Racers Assn., Purcell Expo, Purcell. Info: 918/836-6999.

* TENNESSEE FLAT TRACK - Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

UTAH HARE & HOUND - AMA/Sageriders M/C, National Championship Series - Rnd 3, Jericho. Info: 801/489-5631.

Sun, April 9

ALABAMA ENDURO - SE&TRA, Hillbilly Classic Enduro, Clanton. Info: 404/922-8234.

* CALIFORNIA MOTOCROSS - Cycleland Motocross, Chico. Info: 916/342-0063.

* CALIFORNIA MOTOCROSS - California Motocross Association, Axxo Sport America Winter Series - Rnd 6, Le Grange. Info: 209/673-8080.

CALIFORNIA HARE SCRAMBLES - AMA/D36/Redding Dirt Riders, Shasta Dam OHV Park, Redding. Info: 916/221-6612.

* CALIFORNIA GRAND PRIX - CRC, Tri Race Series - Rnd 2, Golden Bear G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Over the Hill Gang - North, Oatfield, Turlock. Info: 209/733-0528.

* CALIFORNIA MOTOCROSS - AMP, Spring Series, Oatfield MX, Turlock. Info: 209/541-0860, 667-7109.

* CALIFORNIA MOTOCROSS - Shane Tritter Promotions/S.S.C. Motocross, The Castaic Brick Spring Nationals, Gorman OHV Park, Gorman. Info: 805/294-0020.

CALIFORNIA OBSERVED TRIALS - AMA/VOTE/ATA, The OJ Trail, Charlie's Place, Spangler Hills OHV area, Red Mountain. Info: 213/259-3361.

CALIFORNIA FLAT TRACK - AMA/D-36, Pro-Am/Sportsman, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA MOTOCROSS - AMA/SCRU/Dist. 36/Santa Clara Rider Unlimited/Hollister Hills Upper Ranch/GP Track, Hollister. Info: 408/637-0924 or 264-6610.

CALIFORNIA DUAL SPORT - Team Dual Dogs, Palomar Adventure, Temecula. Info: 818/701-1913.

CALIFORNIA ROAD RACE - AFM, Sears Point Raceway, Sonoma. Info: 510/796-7005.

CALIFORNIA ENDURO - AMA/Dist 36/CERA, Training Wheels Family Enduro, Morningstar Campground, Foresthill. Info: 209/833-0503.

* CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - AMA, Air Dania Motocross Park, Dania/Ft. Lauderdale. Info: 800/MOTO-X-55.

GEORGIA MOTOCROSS - North Georgia Spring Series, Calhoun MX, Calhoun. Info: 404/943-4935.

* GEORGIA MOTOCROSS - Dixie Motorcycle Sports, Spring Series, Hillbilly Hills, Roberta. Info: 912/788-0413.

ILLINOIS SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza & Super Series Bike Show, Belle-Clair Fairgrounds, Belleville. Info: 319/462-6011.

INDIANA HARE SCRAMBLES - Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

* IOWA MOTOCROSS - AMA/MX Kingdom, Sand Castle Raceway, Des Moines. Info: 515/285-6910 or 515/285-4332.

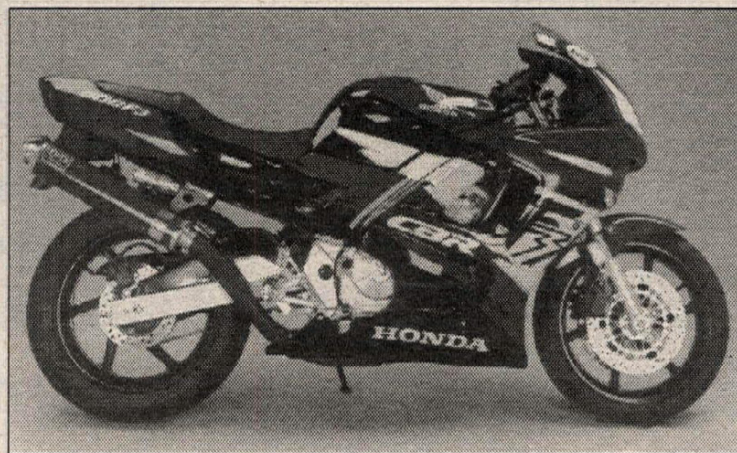
* KANSAS MOTOCROSS - Outlaw MX Series - Rnd 3, White Sands Raceway, Ashland. Info: 402/556-5801.

* KANSAS HARE SCRAMBLES - Kansas State Forward Motion Championship, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

MARYLAND HARE SCRAMBLES -

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April 7 Season Opener
(Speedway, Sidecars & Quads)
April 14 Speedway, Sidecars & Quads
April 21 Speedway & Sidecars
April 28 Speedway, Sidecars & Quads

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GLEN HELEN EVENT CALENDAR

Sat., April 8 MX Practice on National Track 8:00am till noon. On Vintage Track till noon
Sun., April 9 Chapparral Six Hours of Glen Helen Gran Prix Team Race
Gates open 6:30am • Sign up opens 7:00pm
Race begins 10:00am • Ends 4:00pm
Thurs., April 13 MX Practice on National and Vintage Tracks 8:00am till dusk
Sat., April 15 MX Practice on National Track 8:00am till noon. On Vintage & PeeWee Tracks till 4:00pm
Sun., April 16 Super Sunday MX Practice on National, Vintage & PeeWee Tracks 8:00am till 5:00pm
Thurs., April 20 MX Practice on National and Vintage and PeeWee Tracks 8:00am till dusk

**WHAT'S HAPPENING
CHAPARRAL SIX HOURS OF GLEN
HELEN GRAN PRIX TEAM RACE
APRIL 9TH**

MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

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CYCLE NEWS

CRC California Race Schedule
100% PRO PAYBACK
Sun., April 9 CRC GP "Golden Bear" - Tri Race Series L.A.C.R.
Sun., April 16 CRC MX - Tri Race Series Castaic Lake L.A.C.R.
Sun., April 23 CRC MX L.A.C.R.
Sun., April 30 CRC GP "Meadow Muffin" Sunrise L.A.C.R.
Sun., May 7 CRC MX - Dunestown Series Sunrise
Sun., May 14 CRC MX - Dunestown Series Sunrise
Saturday Practice • 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

GOSHEN Iron Horsemen M.C. Presents



Photo By Jay Herndon
Jay Bird Photography

AMATEUR MOTORCYCLE HILLCLIMB

DISTRICT 15 POINTS EVENT
Sunday, April 30

1:00 PM
Gates open 9:00 a.m.
Iron Horsemen Clubgrounds
Middlebury, IN
2-1/2 miles east of S.R. 13 on S.R. 120
Concessions Served
Admission \$8.00 at Gate
No Pets Allowed
For More Information
219-534-0704 or 219-674-8061

TULARE CYCLE PARK

Tulare, CA Event Calendar (209) 685-0503

Saturday, March 25
Open MX Practice

All Events Motorcycles Only
M.X. Practice 10 a.m. to 3 p.m.



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Beginner, Novice, Intermediate, Expert, Veterans, PeeWees

Awards for top half of Class

Ohio State Championship May 7, Veterans Classic May 28

Drawing for 1996 MX Bike June 4.

Call 313-289-2100 or 419-647-4455 for more info.





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Raceway**

Peoria
Arizona

Sunday, April 30th AMA Loretta Lynn Qualifier

Also, Vintage Motocross
Classic Motocross and
Arizona Bombers

Directions: Take I-17 North to Carefree Highway.
West on Carefree Highway to Lake Pleasant Rd.
Cross Lake Pleasant onto dirt road. Follow signs to track.

ENTRY FEES	CMX member	Non member	GATE FEES
PRO	\$30.00	\$35.00	12 yrs & up \$10.00
Amateur	\$25.00	\$30.00	6-11 yrs \$5.00
Minis/PeeWee	\$20.00	\$25.00	5 yrs & under Free

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Improved Facilities! Sign-up 6:30-8:30 am

Great Prizes! Practice 8:00 am

Open Practice Sat. \$10.00
10:00 am to 3:00 pm

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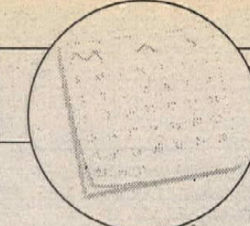
Klamath, California JUNE 24-25, 1995

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(707) 444-9638 FARWEST MOTORCYCLE CLUB



CALENDAR

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

VCHSS, Blue-Gray 100, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

*** MISSOURI MOTOCROSS - Challenge** Trax Moto-x Park, Kingsville. Info: 816/779-5020.

*** MONTANA MOTOCROSS -** HCMA/Billings Motorcycle Club, Billings Motorcycle Clubgrounds - South Hills, Billings. Info: 406/259-6725.

NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Motocross Park, Carson City. Info: 702/267-4392.

*** NEW JERSEY MOTOCROSS -** AMA/Jay Irwin/Ken Landerman, Raceway Park, Englishtown. Info: 908/445-7800.

*** NEW MEXICO MOTOCROSS -** AMANMCC, Moriarty. Info: 505/888-7312.

*** NEW MEXICO MOTOCROSS -** AMA/New Mexico Competition Club, Loretta Lynn qualifier, East Mountain Sports Park, Moriarty. Info: 505/896-0200.

*** NEW YORK MOTOCROSS - AMA,** Broome Tioga Sports Center, Binghamton. Info: 607/648-4997.

NEW YORK OBSERVED TRIALS - AMA/D-4, Locke. Info: 315/497-3268.

*** NORTH CAROLINA MOTOCROSS -** AMA/Elizabeth City Motorcycle Club, Answer/MSR/Tucker Rocky Pro Am Spring Series - Rnd 2, Elizabeth City M/C, Elizabeth City. Info: 804/548-1052.

*** OHIO MOTOCROSS - AMA/Hidden** Hills Raceway/Dynamic Promotions, Athens. Info: 614/593-6704.

OHIO HARE SCRAMBLES - Eastern Ohio Moto-Sport Club, Lighting's Raceway, Tippecandee. Info: 614/635-1811.

OHIO HARE SCRAMBLES - Sunset Ramblers, 2-man, 3-hour. Gallon. Info: 419/562-6931.

OKLAHOMA ENDURO - Black Jack Enduro Circuit/American Historic Racing Motorcycle Ass./Oklahoma Dirt Riders, Lake Draper ORV area, Oklahoma City. Info: 405/769-3328.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Rock. Info: 717/345-6340.

*** OHIO HARE SCRAMBLE -** AMA/Hocking Valley Motorcycle Club, Logan. Info: 614/837-1620.

OHIO HARE SCRAMBLE - Sunset Ramblers, Gallon. Info: 419/562-6931.

*** OKLAHOMA HALF MILE - Vintage** Dirt Track Racers Assn., Oklahoma Sports Park, Ada. Info: 918/836-6999.

TENNESSEE HARE SCRAMBLES - AMA/Loretta Lynn Ranch, National Championship Series - Rnd 2, Hurricane Mills. Info: 304/594-1157.

*** TENNESSEE MOTOCROSS - AMA,** Daniel Boone Motocross Park, Sheltonwee Series - Rnd 2, Blountville. Info: 606/877-1364 or 615/323-5497.

*** TEXAS MOTOCROSS - 23rd Annual** GNC Rexas Series - Rnd 2, Burleson MX Park, Burleson. Info: 817/693-2901.

*** TEXAS CROSS COUNTRY - TCCRA,** Dry Valley Motorcycle Park, Montague. Info: 214/394-9168.

TEXAS VINTAGE MOTOCROSS - TVRC, Spring Series - Rnd 3, Waco MX Park, Waco. Info: 817/282-0408.

*** WASHINGTON MOTOCROSS -** CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Tues, April 11

*** OKLAHOMA MOTOCROSS - RBH,** Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, April 12

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/289-2100.

Fri, April 14

*** CALIFORNIA SPEEDWAY - International** Speedway, Orange Country Fairgrounds, Costa Mesa. Info: 714/492-9933.

*** TENNESSEE MOTOCROSS - Dallas** Ricker, Northeast TN Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 15-16

*** CALIFORNIA ROAD RACE - Willow** Spring Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 9805) 256-1234.

CALIFORNIA MOTOCROSS - Over the Hill Gang, Old Timers Winter National, L.A. County Raceway, Palmdale. Info: 310/864-6875.

*** KENTUCKY SHORT TRACK - Paducah** Dirt Riders, Paducah. Info: 502/444-6438.

*** NEVADA MOTOCROSS - Northern** Nevada Cycle Assn., Inc., Gold Rush Moto Park, Carlin. Info: 702/754-6248.

OHIO MOTOCROSS - AMA/Russell Racing, Amateur/Youth qualifier, Millfield. Info: 304/292-2122.

WASHINGTON ROAD RACE - WMRA, Seattle International Raceways, Kent. Info: 206/972-4499.

Sat, April 15

*** CALIFORNIA MOTOCROSS - GFI** Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/943-3302.

*** CALIFORNIA MOTOCROSS - Rojo** Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909.657-8845 or (909) 945-4535.

*** CALIFORNIA MOTOCROSS - Racing** Enterprises, Carlsbad Spring Break Series - Rnd 3, Carlsbad Raceway, Carlsbad. Info: 619/ 484-1441.

*** FLORIDA MOTOCROSS - Double A** Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076, 268-2376.

FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

MICHIGAN MOTOCROSS - Baja Acres, Spring Fling, Millington. Info: 517/871-3356.

*** NEW YORK MOTOCROSS - AMA,** Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NORTH CAROLINA MOTOCROSS - 226 Motocross, Marion. Info: 704/652-3758.

*** NORTH CAROLINA SUPERCROSS -** N.A.M.E., Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

*** OHIO MOTOCROSS - CRA, Malvern** MX Park, Malvern. Info: 216/262-4945.

*** OKLAHOMA MOTOCROSS -** Oklahoma State Championship Series - Rnd 3, Oklahoma City. Info: 405/355-1106 or 405/751-6616.

PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, Loretta Lynn Amateur/Youth qualifier, Hanover. Info: 717/359-4310.

*** PENNSYLVANIA MOTOCROSS -** AMA/Armin Hostetter/Trail-Way Speedway, Hanover. Info: 717/359-4310.

*** PENNSYLVANIA MOTOCROSS -** AMA/Racer Productions, Steel City Raceway, Delmont. Info: 304/594-1157.

*** TENNESSEE FLAT TRACK - Dallas** Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

Sun, April 16

*** CALIFORNIA MOTOCROSS - Greg** Scheid and Associates Racing, Metcalf Park, San Jose. Info: 408/972-8063.

CALIFORNIA MOTOCROSS - CRC, Tri Race Series - Rnd 3, Castaic Lake, Castaic. Info: 805/ 272-8889.

*** CALIFORNIA MOTOCROSS - CMMC,** Barona Oaks Raceway, Ramona. Info: 619/467-0474.

*** FLORIDA MOTOCROSS - South** Florida Motocross Spring Series, Orlando MX Park, Orlando. Info: 407/333-2356.

*** GEORGIA VINTAGE MOTOCROSS -** AHRMA, Dixie Motorcycle Sports, Hillbilly Hills, Roberta. Info: 912/ 788-0413.

*** LOUISIANA TT - Swampland** Raceway, outlaws races, Grand Prairie. Info: 318/363-3734.

*** MASSACHUSETTS MOTOCROSS -** New England Sports Committee, Southwick. Info: 413/772-0685.

*** MISSOURI MOTOCROSS - Challenge** Trax Moto-x Park, Kingsville. Info: 816/779-5020.

OHIO MOTOCROSS - MRA, Season Opener, Delta Raceway, Delta. Info: 313/289-2100.

*** PENNSYLVANIA MOTOCROSS -** AMA/Dist. 6 (expert pts)/Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

PENNSYLVANIA MOTOCROSS - The Challenger Raceway, Jacksonville. Info: 412/726-5494.

*** SOUTH DAKOTA MOTOCROSS -** Scramblers Cycle Park, Yankton. Info: 605/665-4543 or 665-9535.

*** TENNESSEE MOTOCROSS -** AMA/Victory Sports, Mega Series, Hidden Acres MX, Kingsport. Info: 615/323-5497.

TEXAS VINTAGE MOTOCROSS - AHRMA, Southwestern Region Spring Championship Series, Lampasas MX, Lampasas. Info: 713/361-2936, 713/497-3368.

TEXAS MOTOCROSS - GNC points race, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Tues, April 18

*** OKLAHOMA MOTOCROSS - RBH,** Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, April 19

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 313/289-2100.

Fri, April 21

*** CALIFORNIA SPEEDWAY - International** Speedway, Orange Country Fairgrounds, Costa Mesa. Info: 714/492-9933.

*** TENNESSEE MOTOCROSS - Dallas** Ricker, Northeast TN Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 22-23

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Central Florida Trail Riders, Orlando. Info: 904/735-2751.

*** FLORIDA ROAD RACE - CCS, Moroso** Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

*** FLORIDA MOTOCROSS - AMA/Air** Dania, Loretta Lynn's area qualifier, Dania. Info: 800/MOTO-X-55.

GEORGIA DRAG RACE - AMRA, 3rd Annual Southern Swing All Harley Drags, Warner Robins Dragway, Warner Robins. Info: 708/250-0838.

*** IDAHO MOTOCROSS - SIRA/EIMA,** Rupert Fairgrounds, Rupert. Info: 208/678-9560.

ILLINOIS MOTOCROSS - AMA/Bailey's Motorsports Park, Inc., Loretta Lynn Amateur/Youth qualifiers, Hoopstont. Info: 217/283-6370.

INDIANA MOTOCROSS - AMA/Knobby Hills MX Inc., Amateur/Youth qualifier, Hortonville. Info: 317/758-8200.

PENNSYLVANIA MOTOCROSS - AMA/Racer Productions/Bellco, Inc., Loretta Lynn Amateur/Youth qualifier, Steel City Raceway, Delmont. Info: 304/594-1157.

PENNSYLVANIA OBSERVED TRIALS - AMA/D-4, Santa Claus Hollow, Vintage - no points, Mainsburg. Info: 717/549-7181.

TEXAS DUAL SPORT - AMA/Dist. 20/Trail Riders of Houston, Lone Star 200, Sam Houston National Forest, New Waverly. Info: 713/537-2983.

Sat, April 22

CALIFORNIA DIRT TRACK - Lodi M.C/D-36, short track, Lodi Cycle Bowl, Lodi. Info: 209.544-1027.

*** CALIFORNIA MOTOCROSS - GFI** Racing, GFI Super Saturday MX, Perris Raceway, Perris. Info: 909/943-3302.

*** CALIFORNIA MOTOCROSS - Rojo**

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FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): (____) _____

Your name: _____

Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or (909) 945-4535.

CALIFORNIA OBSERVED TRIALS - AMA/AHRMA, Sand Hill Ranch, Brentwood. Info: 916/967-0262.

* CALIFORNIA MOTOCROSS - Racing Enterprises, Carlsbad Spring Break Series - Rnd 4/Final, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMC, Spring Classic, Sacramento Raceway, Sacramento. Info: 916/363-2853.

* DELAWARE SHORT TRACK - AMA/Dist. 7/Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-6066, 629-6535.

* MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* NORTH CAROLINA MOTOCROSS - Wilkes Co. Moto-x Park, Lenoir. Info: 704/758-4342.

* OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

* PENNSYLVANIA SUPERCROSS - Evansville Raceway Inc., Berwick. Info: 717/759-2841.

* TENNESSEE FLAT TRACK - Dallas Ricker, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - AMA/Swan Motosport Park, Amateur/Youth qualifier, Tyler. Info: 903/882-9512

Sun, April 23

CALIFORNIA HARE & HOUND - AMA/Vikings M/C, National Championship - Rnd 4, Lucerne. Info: 714/630-6968.

* CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA FLAT TRACK - AMA/D-36, Pro-Am/Sportsman, San Jose Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA RELIABILITY ENDURO - AMA/D-36/Los Altos Dirt Bikers, Cow Mtn. OHV area, Lakeport. Info: 415/341-2492.

CALIFORNIA FLAT TRACK - AMA/D-36, Pro-Am/Sportsman, San Jose Speedway, San Jose. Info: 408/295-6906.

CANADA MOTOCROSS - MRA, Erei Ramblers, Wheatley, Ontario. Info: 519/326-3447.

* FLORIDA MOTOCROSS - Double A Promotions, Hilliard International Motocross, Jacksonville. Info: 904/845-2076.

* FLORIDA MOTOCROSS - AMA, Air Dania Motocross Park, Dania/Ft. Lauderdale. Info: 800/MOTO-X-55.

GEORGIA MOTOCROSS - North Georgia Spring Series, Lazy River MX, Dalton. Info: 706/278-1620.

GEORGIA ENDURO - SE&TRA, Barney's Bluff Enduro, Augusta. Info: 404/922-8234.

ILLINOIS TRIALS - Forest City Riders, Byron. Info: 815/962-3498.

ILLINOIS ENDURO - Brush Poppers M/C, Morrison. Info: 815/772-4592.

* KANSAS HARE SCRAMBLES - K.O.R.R., 1-man/2-hr., Silver City, Sterling. Info: 316/636-5113.

* KANSAS MOTOCROSS - Outlaw MX Series - Rnd 4, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

* KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, Sheltonwee Series - Rnd 3, London. Info: 606/877-1364.

KENTUCKY HARE SCRAMBLE - Eagle Creek M/C Park, Owenton. Info: 606/472-3442.

LOUISIANA ENDURO - AMA/Acadiana Dirt Riders, National C'ship Series, Forest Hill. Info: 318/234-0445.

* MARYLAND MOTOCROSS & HARE SCRAMBLE - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

* MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

NEVADA CROSS COUNTRY - S.N.A.R.E., Las Vegas. Info: 702/452-8157.

NEVADA MOTOCROSS - CMC/On Trac Events, Silverstate Motocross Park, Carson City. Info: 702/267-4392.

NEVADA HARE SCRAMBLES - S.N.A.R.E., Nellis Dunes, Las Vegas. Info: 702/452-8157.

* NEW JERSEY MOTOCROSS - AMA/Jay Irwin/Ken Landerman, Raceway Park, Englishtown. Info: 908/445-7800.

* NEW YORK MOTOCROSS - W.N.Y.S.C., Hunt Moto Park, Hunt. Info: 716/476-2697.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

NEW YORK MOTOCROSS - Claverack Motocross, Claverack. Info: 518/828-6149.

* OHIO MOTOCROSS - CRA, Malvern MX Park, Malvern. Info: 216/262-4945.

OHIO MOTOCROSS - MRA/Sandusky Valley Riders M.C., Sandusky Valley Riders, Tiffin. Info: 419/447-3054.

OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Assn., Motorcycle Raceway, Oklahoma City. Info: 405/672-1423.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist. 6/Flying Dutchmen Motorcycle Club, Inc., Rock. Info: 717/345-6340.

TEXAS VINTAGE MOTOCROSS - TVRC, Spring Series - Rnd 4, Swan MX Park, Tyler. Info: 817/282-0408.

* TEXAS CROSS COUNTRY - TCCRA, Fort Hood, Killeen. Info: 214/394-9168.

VIRGINIA HARE SCRAMBLE - Mid East Rural Retreat Hare Scramble, Wytheville. Info: 704/484-9000 or 704/937-9177.

* VIRGINIA MOTOCROSS - AMA, Answer/MSR Pro Am Spring Series - Rnd

3, Birch Creek Motosports, Danville. Info: 804/836-3633.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV Park, Richland. Info: 509/837-3595.

Tues, April 25

* OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

Wed, April 26

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2853.

MICHIGAN MOTOCROSS - MRA, Milan City, Milan. Info: 313/289-2100.

Fri, April 28

* CALIFORNIA SPEEDWAY - International Speedway, Orange Country Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA DIRT TRACK - AMA/AHRMA, Regional TT, Willow Springs Raceway, Rosamond. Info: 818/719-9219.

* TENNESSEE MOTOCROSS - Dallas Ricker, Northeast TN Raceway, Greeneville. Info: 615/234-0772 or 239-3575.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

April 29-30

CALIFORNIA MOTOCROSS - International Old Timers Assn., Marysville. Info: 510/787-2596 or 916/332-1052.

CALIFORNIA MOTOCROSS - Motowest/AMA/D-36, Loretta Lynn qualifier/Ponca City qualifier, Laguna Seca Raceway, Monterey. Info: 408/238-8208 or 415/587-8678.

CALIFORNIA POKER RUN - BLM/Hi-Desert Charities, Barstow. Info: 619/252-3093.

CALIFORNIA MOTOCROSS - Over the Hill Gang Northern Chapter National, OTHG National Championship Series - Rnd 1, Tulare Cycle Park, Tulare. Info: 310/864-6875.

MICHIGAN MOTOCROSS - AMA/Red Bud Competition Club, Amateur/Youth qualifier, Bloomington. Info: 616/695-6405.

OHIO MOTOCROSS - AMA/American Motosports, Inc., Amateur/Youth qualifier, Dover. Info: 614/596-2057.

OREGON ROAD RACE - OMRRA, Portland International Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA DUAL SPORT - AMA/Dirty Dabbers, Mill Hall. Info: 717/728-6674.

TENNESSEE MOTOCROSS - AMA/Victory Sports, Loretta Lynn Amateur/Youth qualifier, Kingsport. Info: 615/323-5497.

TEXAS RELIABILITY ENDURO - AMA/Lubbock Trail Riders, National Championship Series - Rnd 1, Crosbyton. Info: 806/293-1420.

WANT ADS

HELP WANTED

Sales & Marketing Manager

DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Wanted M-X Instructors Nationwide

The Gary Semics M-X School, Inc. is selling franchises. Many benefits. Call (216) 726-0147. OH. (348-17)

Experienced Service Manager

Wanted Ohio high-volume multi-line dealer with 25 yrs. experience in the industry. Big bucks, year round bonuses and benefits to boot. Many positions for line mechanics now open. Fax resumes to (614) 871-1661 or phone (614) 871-3711, ask for Patty. (310-19)

Motorcycle Technician Needed

Central California's largest motorcycle dealer is looking for a motorcycle technician with good customer communication skills. Ducati experience is a plus. Excellent pay plan to right individual. Call (408) 442-3511 ask Ben or Michael. CA. (211-14)

Parts, Sales and Service

Progressive multi-line motorcycle, ATV, watercraft dealership seeking experienced, customer oriented persons in these departments. Please fax resume to: (708) 851-8661 or call (708) 851-2910. Aurora, Illinois. IL. (112-14)

Service Technician

Needed qualified Japanese street service technician with strong electrical. Very, very busy facility. Steve's; Mesa, Arizona. Fax resume (602) 962-8607 or call (602) 964-4754. AZ. (212-14)

Have Fun Selling Fun

Winner? Team player? Experienced? Top Atlanta dealer for Yamaha, Suzuki, Polaris, Sea-Doo needs top salesperson. Best job in the business. We make money. Cycle Specialty. Fax resume (404) 461-9168, phone (404) 461-3541. GA. (312-15)

Dealers...

Looking for a few good men (or women)? Get the best in the business by advertising in the Cycle News "Help Wanted" classifieds! (514)

Salesperson Needed

Experienced motorcycle and watercraft salesperson needed at newly remodeled and aggressive dealership. Commission plus good benefits. Call Jerry or John at (713) 772-7771. TX. (113-15)

LARGE HONDA, YAMAHA, Suzuki, Sea-Doo dealership has opening for experienced service manager and service writer in southern California. Send resume to Division H, P.O. Box 498, Long Beach, CA 90801-0498. CA. (213-14)

Mechanic Earn Top Dollar

Busy Honda, Yamaha, Kawasaki, Suzuki, Sea-Doo dealership has rare position open for experienced mechanic. Work in modern air conditioned shop. 5 day work week. Benefits. Will help with moving expenses. Fax resume to (407) 683-1877 or call Cycles of Palm Beach (407) 683-1642, ask for Pat. FL. (213-15)

EXPERIENCED MECHANIC for growing shop. Heavy European. Year-round work. Send resume to P.O. Box 4805, Santa Barbara, CA 93101. CA. (112-14)

Purchasing Agent

JT Racing is expanding their Purchasing Department and have an immediate position available for a qualified individual. If you would like to work in a fast paced environment at our San Diego corporate office. Fax your resume and credentials to Fax # (619) 482-9738. Entry level degreed applicants will be considered. CA. (313-14)

Join Our Team!

We are a large volume, multi-line dealership in Redondo Beach. We are Del Amo Motorsports! We sell Suzuki, Kawasaki, Yamaha, Ducati, Sea-Doo, Jet Ski. Are you hard-working and punctual with a winning attitude? Do you have any product knowledge of motorcycles or personal watercraft? Or are you that special person we'd be willing to train? Then come join our team. We are also looking for an experienced watercraft mechanic. References required. Contact Mike or Scott. (310) 372-8891. CA. (213-14)

★★★Top Mechanic Needed★★★

Trail ride, hunt, fish, ski and earn a great living at Denver's largest Honda, Kawasaki, Suzuki dealership. Need savvy technician with minimum five years experience, strong electrical background. Top wages and benefits for right person. Send resumes to: Attention: Richard Fay Myers Motorcycle World, 2015 West Alameda, Denver, Colorado 80223. Fax (303) 722-3150. CO. (213-15)

SERVICE MANAGER/Technicians/Service Writers Honda experience necessary. Wages based on experience. Year around work. Sunday & Mondays off. Small shop. Same location for 18 years. Rural setting by the Columbia River, only 30 minutes from Portland. Slower pace, friendly people. Call Ken at (503) 397-3502 or send resume to: Columbia River Honda Suzuki Polaris, 58245 Columbia River Highway, St. Helens, OR 97051-3229. OR. (313-14)

American Suzuki

A Career in Customer Service

Do you possess good tech knowledge? Are you a good communicator? Are you people oriented and able to deal with all personality types? Are you looking for a challenging career? We will train you to be an effective customer service pro. Great benefits, people & hours. Send your resume to: American Suzuki Motor Corporation, Dept. HR, Code PE, 3251 E. Imperial Hwy, Brea, CA 92621. EEO. CA. (213-14)

Technician/Service Writer

Long Beach's #1 dealer seeking qualified, experienced Honda Yamaha Sea-Doo technician and service writer. For Long Beach Honda Yamaha Sea-Doo. (310) 427-2779, (714) 527-9144, fax (310) 427-3286. Ask for Dean. CA. (213-14)

Service Manager and Mechanic

The #1 Ducati dealership in American has immediate openings for two positions. An experienced service manager and an experienced mechanic. European motorcycle expertise is a plus. Base salary plus commission. Health plan. Fax resume to (818) 249-3402 or call (818) 249-5707 ext. 14. CA. (213-TFN)

★★Parts and Sales★★

Progressive Honda, Yamaha & Sea-Doo dealership needs experienced parts person and sales person. Parts person needs experience at dealership level. Pay based on experience. Sales persons needs good attitude. Experience preferred however will consider training the right person. Murrieta Motorsports - Randy (909) 698-4123. CA. (214)

Dirt Bike/Snowmobile Heaven

Experienced motorcycle, snowmobile, ATV and watercraft mechanic needed. Yamaha, Kawasaki, Polaris, KTM. Year round position. Small town, great lifestyle in the Rockies. Fax resume to (303) 641-3162. CO. (114-17)

Race Tech

Looking for salesman with telemarketing experience. Also looking for suspension service technician with experience. Contact Mike at (909) 594-7755 or fax (909) 594-6682. CA. (214)

NEED GENERAL MANAGER for custom motorcycle shop with good reputation. Must have references and experience. Send resume to Motorcycle Personnel Department, 3624 Goldfield St., North Las Vegas, Nevada 89030. NV. (114-16)

Parts Manager

Rural Texas auto/motorcycle dealership needs experienced counter man. Full line Chevy, Dodge, Yamaha, Napa auto parts. Big pay, hard work. Winners only. Will help relocate. (903) 389-5449. Leave message. TX. (314-15)

SCOTT'S PERFORMANCE PRODUCTS is seeking applicants for entry level position. Must have knowledge in off-road and dual sport markets. Needs to be self motivated and a team player. Please send resume or apply in person. 2625 Honolulu, Montrose, CA 91020. CA. (214)

Service Manager No. California

Full line m/c, ATV, PWC dealer looking for a hands on service manager. PWC experience desired. Send application or resume to Riverfront Kawasaki, Suzuki, 437 Palora Avenue, Yuba City, California 95991. CA. (314-20/EOL)

Experienced Harley Tech

Immaculate high profile shop has immediate opening for the right person. Applicant must have intimate knowledge of late model Harleys. Neat appearance and meticulous working habits mandatory. This is an excellent opportunity to get in on the ground floor of a rapidly growing specialty shop. Knowledge in fabrication and performance a definite plus. Mark Spencer (201) 450-4800. NJ. (314-15)

Promoters...

Are your events not being covered in Cycle News? Call (310) 427-7433 and ask our editorial department to send a contributor kit. Learn how to send in stories the right way! (514)

Experienced Technicians

Metro New York BMW, Triumph, Moto Guzzi dealer seeks qualified service technicians to round off our winning team. Wages based on experience. Year round employment. Phone (516) 561-9375, fax (516) 568-9138. NY. (114-17)

★★★★Sales★★★★

Looking for a change, no shirt, no tie, need aggressive sales people to sell motorcycle and watercraft for U.S. largest motorcycle dealership. Tons of ups, incredible income potential. Apply in person, see Rick. Berts Motorcycle Mail, 900 West Foothill Blvd., Azusa, Ca. CA. (214-15)

Experienced Mechanic Needed

Large Honda, Suzuki, Polaris dealership. Five day work week. Benefits. Start immediately. Contact Karl Peck, Service Manager. (801) 486-5401. UT. (314-15)

Loveland, Colorado

Relaxed, fun, team spirited, money making opportunity for experienced motorcycle mechanic. Honda dealer. Call Scott Overly. (303) 667-0224. CA. (314-17)

Service Writer - Tampa, Fla.

Five day week for this immediate opening. Motorcycle knowledge needed. Will train. Apply by fax or mail. Honda, Suzuki, Kawasaki West, 13521 North Florida Ave., Tampa, Fla. 33613. Fax (813) 968-8448, (813) 968-7888. FL. (214)

We Want You!!! Now

The Indy Mile, Indy 500, U.S. Nationals, Pacers, Colts. Large well established Indianapolis dealer is looking for well trained, personable, self motivated, full line mechanic, who is a team player, to work in 4-line Harley-Davidson, Kawasaki, Suzuki, Honda dealership. Benefits include stability, strong commission plan, vacation, 401k, insurance, uniforms and fun. If you want this, call (317) 257-7155. IN. (214-16)

Promoters...

Are your events not being covered in Cycle News? Call (310) 427-7433 and ask our editorial department to send a contributor kit. Learn how to send in stories the right way! (514)

Wanted: BMW Technician

The Bay areas only exclusive BMW dealership. BMW knowledge a must. Top pay, benefits. Year round riding. Great work environment. Be a part of the San Jose team. Jason Freeland. San Jose BMW. (408) 295-0205. CA. (214)

F&I Sales Manager

For 600 unit retail store a year, in southern California. Skills in financing, computers, sales management essential. Best pay plan for the right person. Mail detailed resume. Division EE, P.O. Box 498, Long Beach, CA 90801-0498. CA. (214)

Experienced M/C Mechanic Wanted

Who's tired of the big city rat race. Come to the quiet San Joaquin Valley where life moves at a different pace. Enjoy fishing, hunting, boating and friendly neighbors you actually get to know. Cost of living and housing very affordable. Improve the quality of your life. Call (800) 748-6340 for information. Established Honda, Suzuki, Sea-Doo dealership. CA. (214)

Mechanic Wanted

Immediate opening for experienced mechanic. Call Hesh at (714) 554-8626 or fax resume (714) 554-5682. Cycle City, 205 North Harbor Blvd., Santa Ana, CA 92703. CA. (214)

SERVICE, SALES, and parts managers all needed for Yamaha Honda and Polaris dealer in central California. Looking for long term, friendly people. Good pay for good people. Other benefits also. Fax resume to: (805) 237-8953. CA. (212-15)

Harley Davidson Mechanic

Immediate opening for Harley Davidson mechanic with minimum 5 years experience. Other brand experience a plus. Expanding southern California Harley Davidson/Triumph dealer has excellent opportunity to right candidate. Call, fax or write to: Victorville Harley Davidson/Triumph, 15160 7th St., Victorville, CA 92392. (619) 951-1119. Fax (619) 951-1316. Att: Cary. CA. (314-15)

Service/Parts Technicians

Yamaha Sea-Doo motorcycle-watercraft store looking for motivated personnel to grow in our year 'round' S.E. Florida dealership. Wages commensurate with experience. Also looking for national tour driver-mechanic. Ask for Dean (407) 567-4021. FL. (314)

Service ★ Parts Managers

Large, fast paced, multiple franchise dealer has key management positions open in our Service and Parts Departments. Motorcycle, PWC, snowmobile, ATV experience helpful. Take charge pros that can run profitable departments equals excellent earnings. Send resume to Heroes, P.O. Box 643, Butler, WI 53007. WI. (314)

PRODUCT SPECIALIST - Lockhart Phillips USA, "The Sportbike Connection", has a position open for a product specialist with composites and metals fabrication background. Motorcycle racing and CNC background a plus. Persons interested should send their resume to Lockhart Phillips USA, C/O Cord Bauer, 151 Calle Iglesia, San Clemente, CA 92673, or fax (714) 498-9492. CA. (214)

Service Tech - Monterey, CA

Multi-line dealership looking for career minded technician. Please call Mason at (408) 649-4311 or fax resume to (408) 646-5365. CA. (314-16)

Service Manager

Experienced Mechanic Orange County Suzuki #1 retail motorcycle dealer in the USA have two key positions open for pros, service manager & technician with excellent track records. Call Vic (714) 646-2428 and fax resume (714) 645-3251. CA. (214)

VANCE & HINES RACING has immediate opening on sales staff. Must have motorcycle performance experience. Send resume to: Jose Tejerias, Vance & Hines Racing Inc., 14010 Marquardt Ave., Santa Fe Springs, CA 90670. CA. (214)

Service Technician

Positions now available for experienced service technician with strong personal watercraft background. Yamaha or Kawasaki dealership experience preferred. Must be reliable and able to work with minimum supervision. Up to 50% commission to the right person with a mature attitude and good work ethic. Year round employment in a fast growing company with a friendly atmosphere. Fax resume or call Richard Vincent at Anaheim Yamaha, 616 E. Ball Road, Anaheim, CA 92805. Fax: (714) 563-2429, tel: (714) 563-1700. CA. (214)

Sales Reps Wanted That Have No Fear

Top pro sales reps wanted for the baddest attitude sportswear going. Know Your Enemy Sportswear. If you miss this sales opportunity then you truly will know your enemy. Call 1(800) 536-9111, ask for dirty D for more info. OH. (214-15)

MECHANIC MUST be experienced in all four Japanese models, high commission paid. (310) 854-7788. CA. (314)

BUSINESS OPPORTUNITIES

Business For Sale

Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (213-20)

COLLECTORS

Wanted 1973-1975 Kawasaki Z1 900

Please call. 1(800) 833-3778. CA. (202-TFN/C)

Bultaco Parts

New stock arriving all the time. Call me with your needs. Lynn Mobley, Mon-Sat. (702) 267-2103. NV. (312-21/C)



XR-750. Restored to original. \$13,900. (504) 275-5380. LA. (114/C/P)

Clean RD400!

Stock dark blue tank with frame and wheels powder painted light blue. Koni, ATK, Spec II performance parts. Beautiful bike. \$1,000/obo. (206) 524-2926. WA. (312-14/C)

WANTED: MINI-BIKE Guide and Mini-Cycle magazines. (513) 887-8358. OH. (312-14/C)

Triumph Triumph Triumph

1966 and 1970 Bonneville 650 models in stock. Call Wilson's Motorcycles for details (209) 237-0215 or (800) 956-2925. CA. (212-14/C)

'74 HUSKY 400WR. Restorable. Original, chrome tank, Penton fenders, new tires. \$850. Ken (605) 574-4373. SD. (112-14/C)

1970 TRIUMPH TR6 650. Mint condition. Stock. \$4,000 firm. (213) 668-1476. CA. (111-14/C)

1973 TL 125 Honda \$700/obo or trade. (360) 427-5498. WA. (113-15/C)

1973 Z1 Kawasaki

Tank, side covers, tail section, all mint condition, original color. Also black Z1 motor and like new original seat. All sold together \$1,600. (214) 216-1319. TX. (113-14/C)

Twin Port CZ

Now available. Complete exhaust system. Also soon available rebuilt cylinders for 250 only. Bertus Jawa CZ. (818) 330-2326. CA. (213-14/C)

3 Nice Vintage Bikes

'73 YZ250, good condition. H. Mikkola replica, '75 360MX, original nice. Grand Prix. '74 250cc Can Am, Marzocchi forks, High pipe, excellent shape. Ask for Gene. (407) 791-0611. FL. (313-14/C)

British

1959 Ariel Square four, complete with title. BSA Goldstar DBD34gs5372 Clubman. Boxes of new parts. Stored. Make offer. (714) 642-8728. CA. (313-14/C)



'67 BSA Hornet

Runs and looks better than original. Too many x parts to list. \$3,995/obo. (317) 839-8507 or leave message. IN. (313-15/C/P)

Bultaco Sale

1972 Sherpa "T" 92 350cc \$1,300. 1971 Sherpa "S" 67 200cc \$800. 1971 Alpina 85 250cc \$600. 1968 Pursang II 42 250cc \$600. Spare 1/ glass. 1970 Pursang III 48 250cc \$600. 1976 Pursang 167 250cc \$300. 1977 Frontera 181 370cc \$600. Dave (707) 577-0101. Eve (707) 824-1226. CA. (313-14/C)

Vintage Motorcycles Wanted

Seeking vintage European, Japanese and American motorcycles or baskets. Also need Harley Davidson Evo models. Especially customs. (310) 821-1793. CA. (213-16/C)

1973 DKW 125 Hornet

All original. Stored since '73. Runs great. Excellent condition. No pictures. \$800. (516) 796-3290. NY. (314/C)

PARTING OUT HUSKYS: '73/4 125s; '72-4 250 WRs; '83 250WR; '86 250WRX. Many parts will fit other year's models. (203) 572-7252. CT. (314-16/C)

1974 BULTACO 125 Pursang. Complete. Rough. Parts or restore. \$175. (219) 663-2726. IN. (114/C)

1973 SUZUKI GT380. \$795. Ask for Harvey. (419) 238-1776. OH. (114-17/C)

1974 KAWASAKI KX250. Good condition. \$995. 1973 CZ400. Race ready. \$895. Call Jeff (503) 761-4730. OR. (314/C)

'74 Suzuki "Water Buffalo"

1974 Suzuki GT750 classic triple. Runs great. Well maintained. \$1,900. (619) 273-5180. CA. (314-15/C)

'73 BULTACO 360 Astro rolling chassis \$250. '74 CZ250 MX \$450. '77 Ossa 250 GP III \$750. '71 Bultaco 250 Alpina \$350. '73/74 Honda CR250M motor \$150. (503) 786-4503 after 6 p.m. PST. (314/C)

1973 ELSINORE CR250M. New bottom, top end. Original condition. Ready to race Vintage. Some extras. \$700/obo. (714) 693-9333. CA. (114/C)

Honda '73 CL450

Blue. 2,300 miles. 100% original down to the tires. Ready to ride or collect. \$1,200. (515) 232-0068. IA. (314/C)

1964 HONDA 160. 1976 Honda 750. Honda XR75 parts bikes \$99 each. 1972? Yamaha 250 dirt bike complete \$199. Triumph 1969 TR6R stock incomplete transmission \$799. (310) 378-1449. CA. (114/C)

N.O.S. Dunstall Tanks, Exhausts

Fairings various types, mostly Honda and Kawasaki. Some seats, and tank seat sets all new. Have original catalogs. (818) 506-4022. CA. (314-16/C)



1972 Harley Davidson XR750

Restoration just completed. Motor completely rebuilt. Fresh everything. 80-90% original. Call for details. \$15,000. (610) 791-3450. PA. (114/C/P)

Kawasaki Kollection

'69 A7 Avenger 350 high pipe \$1,800. '74 H1 500 triple excellent condition, all original 12,000 miles \$1,500. '74 H2 750 Triple Café racer \$1,800. '74 S3 400 Triple needs restoration \$350. '84 Ninja 900 excellent condition \$2,900. '84 750 Turbo excellent condition new everything \$3,900. \$11,000 takes all plus store room of parts. Call Mark Scott at (512) 795-9114 days. TX. (314-15/C)

1974 Honda CR250

Restored. Excellent. \$1,250/obo. 1972 Husky 360WR. Runs great. \$300/obo. 1974 Penton 125 with "B" motor. Good condition \$300/obo. (818) 855-0441. CA. (314-15/C)

GENERAL MERCHANDISE

★★Laverda Only★★

1(800) LAVERDA.CA. (233-TFN)

★★★Lou's Leathers★★★

(904) 626-1382. FL. (249-TFN)

Parting '93 FZR600

(508) 644-3111. MA. (314)

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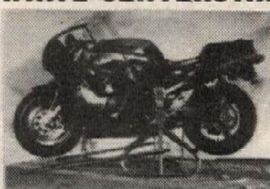
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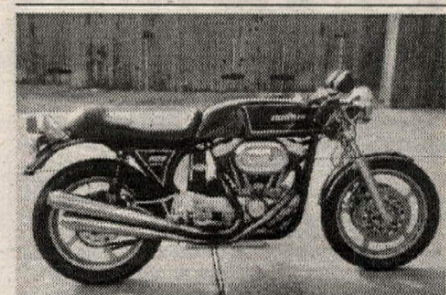
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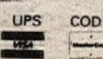
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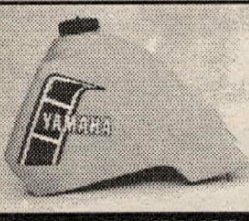


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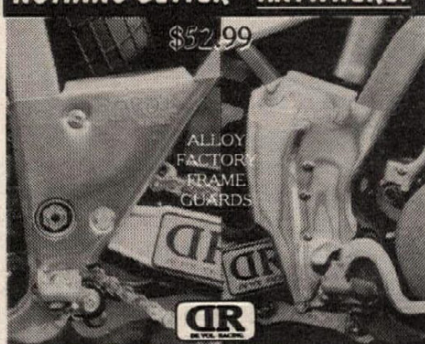
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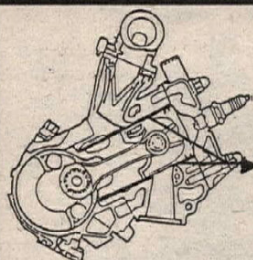
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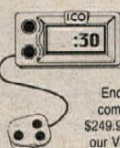
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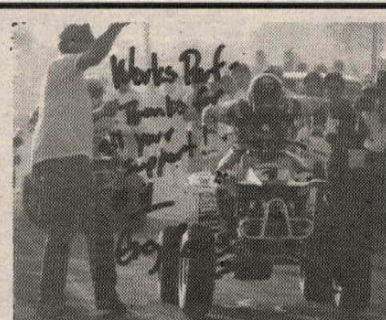
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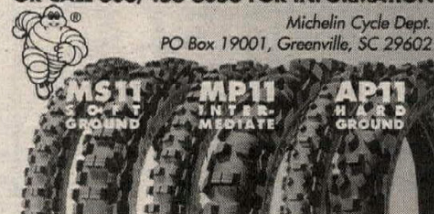


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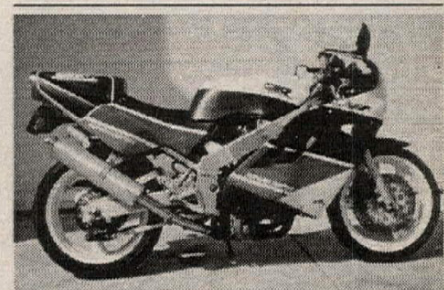
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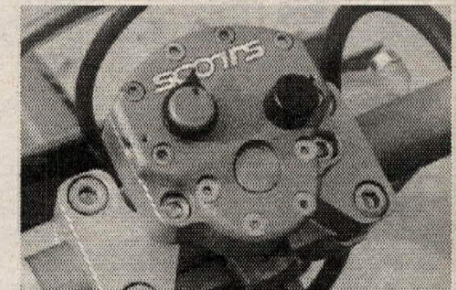
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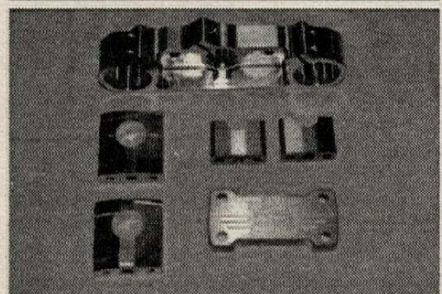
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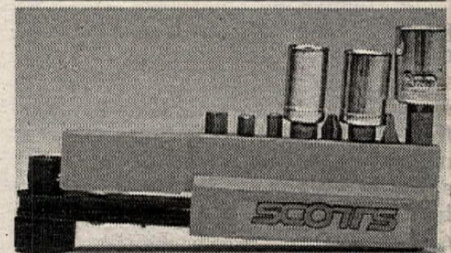
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heated battle for the series points lead, and the crash cost Kiedrowski a sure moto win. Moments later, an angry Kiedrowski ghost-rode his motorcycle into the side of LaRocco's bike as they exited the track after the race. It was a very un-Kiedrowski-like maneuver, which made the incident that much more interesting. Immediately afterward, back in the pits, the entire Kawasaki team disappeared inside the team's hauler. They later came out of the truck and both LaRocco and Kiedrowski reported that they had been instructed not to talk to anyone, especially the press, about the incident. It doesn't make any sense to me. I'm not saying that riders should be purposely taking each other out, but heck, it *does* happen now and then. And when it does, what's wrong with talking about it? At least it is *something* to talk about. I just couldn't imagine Al Unser Jr. and Emerson Fittipaldi being told not to talk about their last-lap incident while dicing for the lead in the Indianapolis 500 a few years ago. Personally - and I am sure thousands of others share my view - I'd have liked to have heard what Kiedrowski and LaRocco had to say about their episode. Do you think Hannah would've said something? You bet he would have.

Damon Bradshaw was the last modern day motocrosser who went against the grain when it came to speaking his mind, and he seemed to take a lot of heat for it, too. Perhaps more than any rider ever, even Hannah, who Bradshaw was often compared to. Liked or not, Bradshaw attracted a huge crowd wherever he went.

It just seems to me that motocross/supercross would benefit from a little bit of controversy, and controversies usually don't get started without someone saying something. I'll be the first admit that it's no easy task. Not everyone can successfully walk the fine line between spontaneity and unprofessionalism. Hannah could do it, and that's just one of the things that made him so great.

The sport of motocross could use another Hannah. **CN**

LOOKING BACK...



the first part of the race. Luca Cadalora won the 250cc class...After a first-turn tangle with Damon Bradshaw, Jeff Ward stormed back to win the first moto of 250cc National at Hangtown. Guy Cooper and Jean-Michel Bayle traded moto

wins in the 125 class, with Cooper winning the overall...In drag racing action, John Myers set the quickest quarter-mile time to date with a 7.69-second run at 174.35 mph at the Gatornationals in Gainesville, Florida...The basics of exhaust tuning were addressed in the Workbench section with the help of Pro Circuit's Mitch Payton...Brian Swink won the 250 Pro class at Echeconnee motocross. **CN**

It is perhaps the goal of every young rider who straps on a helmet to some day become a factory-backed racer, or in other words, to get paid to race motorcycles. And not just any motorcycles, but the most technically advanced race bikes in the country. Unfortunately, there are only a few of these positions available in any form of motorcycle racing, so the competition for those cherished few spots is brutal and fierce. Simply put, only the fastest riders even stand a chance.

But there's more to racing than just going fast once you reach the top, and even on the long road getting there. It seems to me that when many riders sign on the dotted line, they tend to forget that their new responsibility is not only to win races, but to be good spokespeople as well. At the very least, to get noticed. This not only benefits the rider himself and the team that he now represents, but also the sport in general.

In motocross, for example, there have been many riders who have expressed themselves vocally in the sport of motocross and supercross extremely well - much more so in the 1970s and early '80s than in the '90s. Perhaps the one rider best known for his off-the-track verbal machine gun was the "Hurricane" himself, Bob Hannah. Hannah captured the fans' attention with a spectacular, feet-off-the-footpegs style of riding, numerous brilliant come-from-behind wins and an extreme desire to reach the checkered flag first. But he also drew attention - both good and bad - with his unreserved personality off the track. Hannah said what he felt, if he didn't like you or the way you rode on the track, then he'd say so to your face, not behind your back. Just ask Keith Bowen. If Hannah didn't like the track he was racing on, he'd say so out loud. Of course Hannah was just as outspoken when things went well. Bad or good, Hannah never held back.

There were other fast riders, but it was this straightforward attitude that earned Hannah that extra respect from his fans and fellow competitors, and arguably made him the most popular motocrosser ever.

While Hannah was the king of PR, or at least capturing people's atten-

tion, there were many other popular riders as well - and for many of the same reasons. Jimmy Weinert spoke his mind, as did Kent Howerton, Jimmy Ellis and Brad Lackey (though none were as candid or controversial as Hannah). These guys and others certainly gave the sport added color and flare, and even if you didn't like what they said, you still could not wait to hear what they were going to say next. At least I couldn't. In other words, these guys could talk. And talk isn't cheap.

Times have changed. In my opinion, when it comes to sound bites, there are no Hannahs and Weinerts on the National MX and supercross circuits today. Oh sure, there are still a few out there that know how to communicate with their fans and the media. Rick Johnson was one, and fortunately for the sport, Team Honda/1-800-Collect's Jeremy McGrath is another. Because of his domination of supercross, McGrath enjoys a large share of the limelight, and he handles that attention in a professional manner. McGrath speaks clearly and says what he feels, but in a more easy-going, thought-out manner that has been accurately referred to as "down to earth." His sudden rise to fame and fortune hasn't changed his personality one bit, which is admirable. McGrath speaks his mind, admits defeat graciously, and rarely turns down an autograph seeker. He answers media questions with complete sentences and without acting as though he is being inconvenienced by the interviewer. He knows that good PR means more fans, more sponsors and more money, not just for him but nearly everyone involved with him.

Mike Kiedrowski is another rider who understands the value of good PR. The likable Team Kawasaki rider speaks well and smiles, even after a bad day or night on the track. On these rare occasions, Kiedrowski will still stand outside his pits and sign autographs until his last fan has left. Guy Cooper was never at a loss for words, either. The motocrosser-turned off-road racer will bend your ear for hours if you let him, and he loves to mingle with the crowd. He treats everyone as his good friend. As a result, he is probably the most popular

supercross racer never to win a race (though he did win the 125cc National MX Championship in 1990). While he never was what you'd call a dominant rider, Cooper was - and is - a valuable commodity to the factories. Why? Good public relations.

Obviously McGrath, Kiedrowski and Cooper watch a lot of NASCAR racing on television. Now these car guys know how to handle themselves in the eye of the public.

It never ceases to amaze me how well these drivers behave in front of a TV camera and a microphone, even while sitting in their car waiting for repairs to be made after having just spun out while leading the race. Instead of shooing away the interviewer, the driver will usually take time to answer questions and, of course, use the opportunity to slip in a word or two about their main sponsors. Sponsors love good PR.

Still, this "professional" demeanor can lack spontaneity, and it seems that most of today's motocrossers are more quote conscientious and worried about being politically correct than saying what is actually on their minds. They're ultra-careful about not saying the "wrong" thing. They're afraid of saying something "bad" that will make their team bosses or their sponsors upset. To avoid being the main source of a controversy, they'll say just enough to get by, such as, "I got out in front and ran my own race." I wish I had a quarter for every time I've heard that one. But you must admit, it's pretty safe. Who's going to get offended? No one.

However, I don't really blame today's motocrossers for being a little reserved when it comes to post-race quotes. Some say that they've been misquoted by the press and have "gotten into trouble" with their team managers or sponsors as a result, so now they feel a little leery speaking into the media's microphone. Once bitten twice shy, they say.

Motocross in general, it seems, is afraid of controversy. One example of this happened just last year, during the 250cc National MX Series at Red Bud (Michigan) when teammates Mike LaRocco and Mike Kiedrowski crashed into each other while dicing for the lead. The two were also involved in a

25 YEARS AGO... April 21, 1970

The cover proclaimed a "Viewfinders GP Win For DeSoto," John DeSoto, that is. The CZ rider "spurred" his mount to victory in the featured event of the weekend, the 500 Expert class, over Yamaha-mounted Al Baker...The Huntington Beach Cycle Park hosted TT races. Dave Fletcher cleaned up in the 650 Novice and Open Expert classes...Speedway came to the Antelope Valley Fairgrounds for daylight racing. Reigning California and U.S. National Champion Steve Bast, won the scratch main after Rick Woods high-sided on the last lap while leading...A test of the Hodaka Super Rat was performed, and



Cycle News proclaimed the 100cc dirt bike "solid, confidence-inspiring and powerful enough to carry adult-size riders"...The first annual meeting of the then newly formed Motorcycle Industry Council was held...A picture of Bruce Brown at the Mint 400 filming for his upcoming movie "On Any Sunday" was shown on page 33. Brown's prior film was the successful surfing diary, "Endless Summer."

15 YEARS AGO... April 16, 1980

The Grand National Championship rookie crop of Rob Crabbe, David Jones, Gene Church, Bubba Shobert and Jeff Haney was pictured on the front page. The



article outlined the riders' past accomplishments and their hopes for becoming Rookie of the Year...An interview with the winner of the inaugural Superbowl of Motocross in 1972, the "Typhoon" Marty Tripes was found in Issue #14. The article read, "Tripes had been known to ride at such a pace that Bob Hannah said he was uncatchable"...In the Events section it was reported that for the second week running, Ricky Graham won every race he went out for on the half mile at Ascot Raceway...Dick Mann took second place in the Master class at the Hangtown Hangover MX.

5 YEARS AGO... April 11, 1990

The season-opening Formula One Grand Prix at Suzuka, Japan, was our lead story. Wayne Rainey topped Wayne Gardner, and Kevin Schwantz in the 500cc class; Rainey pulled away by over a second per lap in

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